THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

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HASTENING THE DOWNFALL OF KING COAL

A SINGLE ACT OF TYRANNY may be the last straw to break, not the back, but the patience of a long-suffering people, and to terminate a long-established despotism in revolution or change of dynasty. In these pages two weeks ago we read that it was planned "To Soften Hard Coal's Heart with Soft Coal," and newspaper editors were quoted in approval of the preparations to meet the threatened shortage of anthracite by the use of bituminous coal. Now the press discussion goes a step further, and we read of possible permanent abandonment of anthracite by consumers; the immediate utilization of bituminous coal, coke, oil—and the speeding up of plans to supersede coal in industry with huge water-power electric projects and even solar or atomic energy. As the Chicago *Tribune* puts it, "the age of coal for heat and power is ending."

Strike or no strike, observes the New York *World*, "the hard-coal industry of Pennsylvania is on trial for its life." In the State that produces anthracite, the Philadelphia *Evening Bulletin* notes that "substitutes are already threatening a serious permanent reduction of the anthracite market." If the anthracite mines can not satisfy the market "as to quantity, and keep the price within the limits of purchasing power, they will surely sink into oblivion." For, it explains, if the anthracite-burning public finds out that it can get along just as well with bituminous coal after becoming accustomed to it, a large proportion of it will never go back to anthracite. Or, as the Pittsburgh *Gazette Times* puts it, "once the market is 'made' for the substitute fuels, it will be very difficult to recover it for anthracite." And the Philadelphia *Public Ledger* sums up the situation this way:

> "What the hard-coal industry is doing is to wipe out its own markets. Its perennial wars already have wiped out a great part of its sales areas. The Middle West and Northwest are turning more and more to soft coal. The old-time 'base-burners' have been junked. Soft-coal heaters are going in. Oil-burners are being installed. In New England, industrialists are boycotting anthracite. Contracts are being made for Welsh coal. An avalanche of oil, coke and other substitutes is ready to sweep into and over the anthracite markets."

In New England, a leading market for anthracite, the Springfield *Union* observes that "under the lash of necessity the use of substitutes for anthracite may be developed to the point of working havoc with the anthracite mining industry." In the same Massachusetts city, *The Republican* calls upon the people to put an end to their "dependence on economic tyranny of corporations and unions," by turning to soft coal, oil, and, eventually, electricity generated by water-power. In the last week of August the Chicago *Tribune* remarked that whatever might be the outcome of the anthracite strike threat, "one point is certain:

> "It provides ideal 'selling talk' for purveyors of substitute fuels and the appliances with which to make use of these substitutes.
>
> "The American public has become very weary of these annual threats against its comfort and prosperity, and of the steadily increasing cost of the essential of fuel. That weariness is reflected in factories and salesrooms which are producing and distributing oil-burners, in the slogan, 'You Can Do It Better with Gas,' and in the steadily increasing popular interest in development of hydroelectric power and other substitutes for coal as fuel.
>
> "It has advanced so far that nowadays when a man plans to build a new home, the possibility of installing a heating plant which will make him independent of coal is one of the first things he studies. Any offer of a substitute commands his interest. Oil and oil-burners are among the leaders in this advancing process of substitution. Gas is frequently used for water heating, and, where practicable, is considered for more general use. Electricity has not yet reached a point of development and cost where it can be generally used for heating, but electric ranges and electric heaters for single rooms are growing in use and popularity. When all our water-power is developed, and transmission facilities are sufficiently improved, its use will become more general. Alcohol is a fuel of great potential importance. It can be made from almost anything—garbage, sawdust, weeds, etc.—and as processes of manufacture improve and restrictions are reduced it will come into more general use."

And so it occurs to the Minneapolis *Journal* that "high prices and strikes, serious as they are, will not be without their compensations if they prompt to the use of substitute fuels and better heating systems." "The consternation that follows a coal strike," remarks the Minnesota daily, "cries out against halting inventive genius that has been so slow to conquer this basic problem of industry and domestic life."

First in the list of substitutes for anthracite is, of course, bituminous coal, the supply of which, as the Nashville *Tennessean* notes, "is practically inexhaustible." An authority quoted in the New York *Times* estimates that the coal-fields of the United States and Alaska contain 2,155,000,000,000 tons of bituminous and only 16,153,000,000 tons of anthracite. As the New York *World* tells its readers:

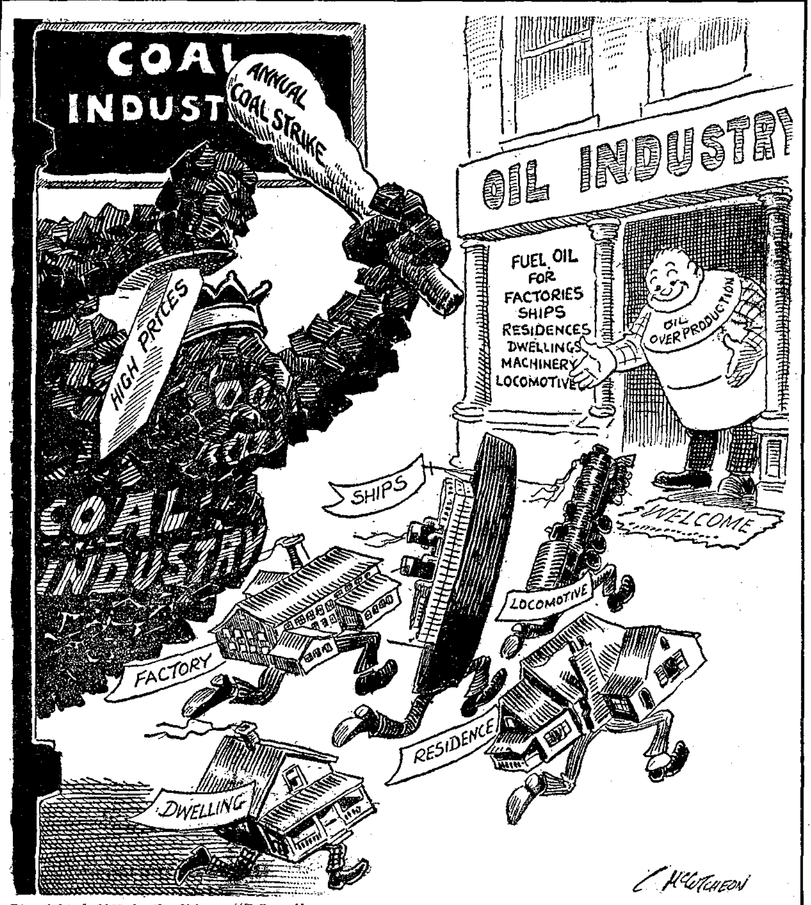
> "Other countries get along without hard coal. Many States of the Union with colder winters than New York burn bituminous coal almost entirely, and manage to keep warm. It would entail some initial expense, especially in highly organized centers like the metropolis, to equip heating-plants with soft-coal grates, yet in the end it would be a saving. Soft coal costs less."

A Philadelphian who writes to the *Public Ledger* points out that:

> "In Central Pennsylvania, Maryland and parts of West Virginia there are hundreds of large mines producing millions of tons of high-grade low-volatile semi-bituminous coals which are suitable for domestic use and are being used by millions of people for that purpose, both for cooking and heating, and when fired in the proper manner produce almost no smoke or soot.
>
> "The heating value of the good, low-volatile coals is about ten per cent. greater than the heating value of the better grades of hard coal; and to-day the delivered cost to the domestic consumer will average about five dollars a ton less."

It seems to the editor of *The Coal Trade Journal* (New York) that with the use of proper smoke-eliminating devices and careful firing, "there is no reason why New York could not use more bituminous if it were of the right grade." It is pointed out in

The Coal Trade Journal that there are available to replace anthracite: briquets, coke, semi-bituminous coal, bituminous coal, and imported coal. Briquets, we are told, are made out of a fine coal or dust, mixed with a binder and subjected to pressure. They burn to a powdery ash without slag or clinker. The best binder is fuel oil; and culm, hard or soft coal, lignite and fuel oil residue are used for the base. On the subject of coke, this coal trade paper says:



Copyrighted, 1923, by the Chicago "Tribune"

HE'S DRIVING AWAY SOME OF HIS BEST CUSTOMERS

—McCutcheon in the Chicago *Tribune*.

> "Coke, particularly that made in by-product ovens, has been recommended by the Bureau of Mines as an ideal substitute for anthracite. Those ovens that have made a drive for domestic trade size their product the same as anthracite. Coke, like briquets, can be burned successfully in the same equipment normally used for anthracite. Gashouse and beehive oven cokes are also available. Draft control is the vital point in coke consumption in a domestic heating plant."

A good business opportunity is seen by the Birmingham *News* "for the producers of coke to push their output and establish it more firmly for domestic use."

Another substitute fuel is peat. A Bostonian writes to the Springfield *Republican* to call attention to the fact that "there are millions of tons of peat, highly suitable for fuel, within the boundaries of Massachusetts." Moreover, says this writer:

> "It may be produced in commercial quantities to retail at a cost of approximately two-thirds that of anthracite. It will provide a superior heat to anthracite and with less concern and inconvenience to the householder. Incidentally, the ashes, which are pulverized and free from clinkers, are an excellent fertilizer, due to its high potash content, and have a substantial commercial market value."

Besides extensive peat-beds in Alaska, the reference books tell us that in the continental United States there are beds capable of yielding 12,888,500,000 tons of peat.

Some day, observes the Chicago *Tribune*, householders are going to wonder why they ever broke their backs shoveling coal. "The furnace is back in a period of the oil-lamp." Continues the Chicago paper:

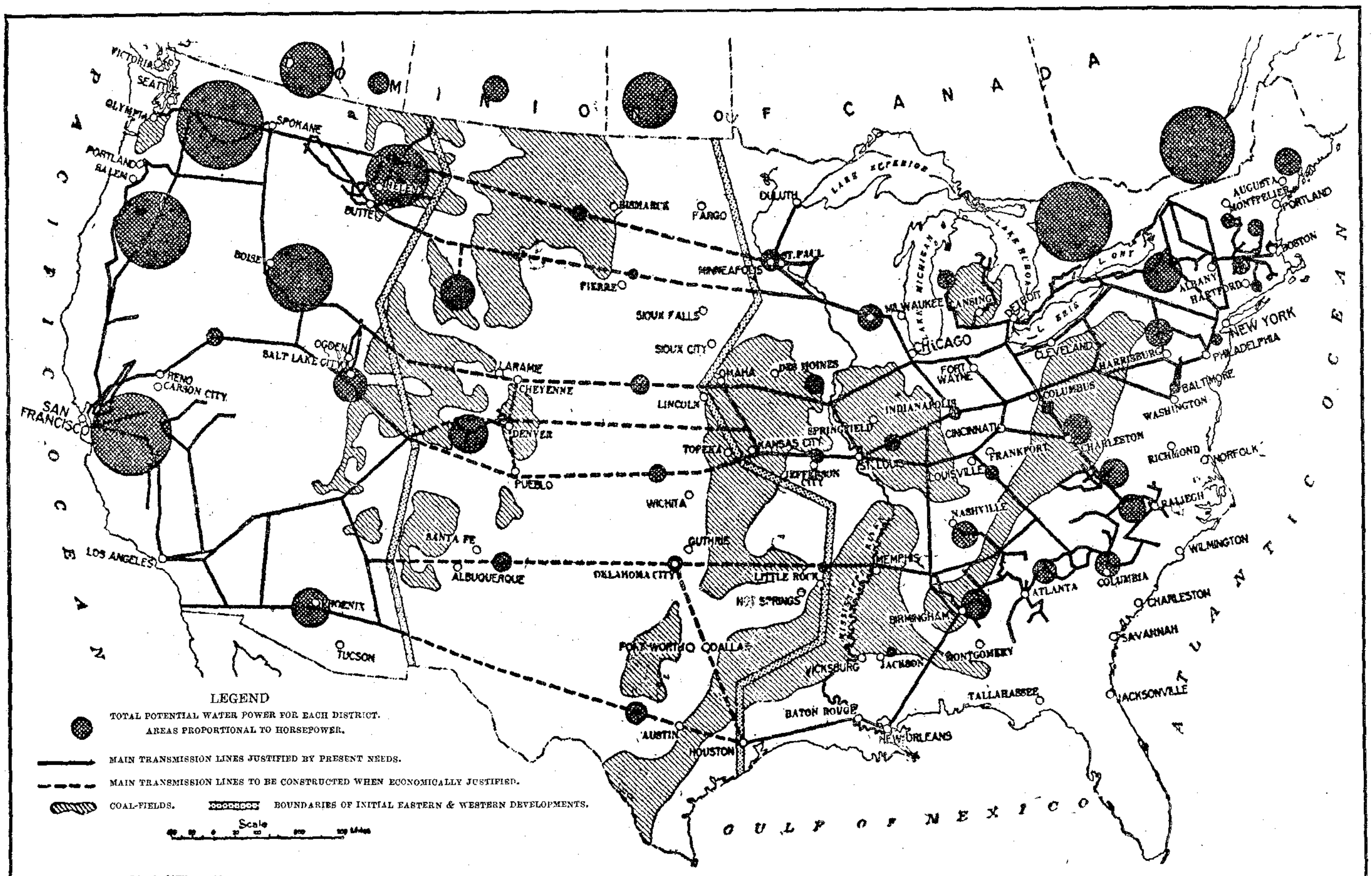
> "The oil-burner offers an intelligent step forward, and when people are convinced that a burner free from all objections is ready, anthracite will not be able to disturb any one's summer speculations. No doubt perfection has yet to be reached in the burner, but it will be. The oil-burning ship is superior to the coal-burner. Many householders who use oil could not be driven back to the drudgery of coal. Others are hesitating in what they consider reasonable doubt until the burner takes a better form. Some types make a noise. Others depend on electricity for ignition, and people fear a failure of current when the furnace is most needed. These are only incidents to the development and perfection of a model."

Some of the largest buildings in New York, we read in *The Times* of that city, now depend on oil for fuel. Oil-burner sales seem to have increased most notably among big consumers, who are dissatisfied over the coal situation:

> "The Singer Building turned to oil several years ago, and among other buildings which now have oil equipment, or are planning to use it, are the Metropolitan Life Building, the Equitable Building, Columbia University, the Knickerbocker Building, and several of the big department stores. For large plants heavy Mexican oil is adequate.
>
> "In Boston fuel oil was substituted for coal to the extent of 60,000 tons last year, at a saving of $7.20 a ton, according to city officials, and it is predicted that 125,000 tons of coal will be displaced by fuel oil this season."

And then the time is coming, we read in the St. Louis *Globe-Democrat*, when "the preliminaries to obtaining heat for winter warmth or for manufacturing processes, or for whatever other purpose, will be the touching of a button, not the shoveling of coal." For, concludes this paper, a part of the superpower project now being worked out by engineers, "is the substitution of electricity for coal in the producing of power everywhere, on the railroads as well as in industrial establishments." When superpower has marched triumphant over this country, says a writer in the Washington *Star*, "it will have solved the coal problem, the transportation problem, and the labor problem." The statements of experts explaining the project are thus summed up and condensed in an editorial in *The Outlook:*

> "All over the country there are now plants for the production of electricity, and these are, of course, coupled up with their respective outlets for electric light and power. In certain cases these generating stations are separated two or three hundred miles from the place where the power is used. Given all these existing separate and independent sources of coal-or water-generated electrical energy, the present plan involves a nation-wide network of high-tension electric transmission lines, linking them into a single system. Thus their power will be pooled, so that any unusual demand at one place can easily be absorbed; while in like manner a temporary excess of power can flow to any other part of the network where it is needed. Such a system would be elastic. It would be economical and efficient. It has the engineering approval of Dr. Charles P. Steinmetz, as well as the approval from an economical point of view of Secretary Hoover.
>
> "The unified electrification of the nation would add annually over a billion dollars to its wealth. In addition to the linking of the many isolated power plants now in operation the network of lines covering all parts of the country would provide a widespread outlet for vast amounts of energy now going steadily to waste in hundreds of mountain streams. Again, the unification project would make a saving of 200,000,000 tons, or forty per cent., of the coal mined annually in this country. But many such installations are so situated with respect to the centers where


DOMINION OF CANADA
PACIFIC OCEAN
ATLANTIC OCEAN
GULF OF MEXICO
VICTORIA
SEATTLE
OLYMPIA
PORTLAND
SALEM
SPOKANE
HELENA
BUTTE
BOISE
OGDEN
SALT LAKE CITY
RENO
CARSON CITY
SAN FRANCISCO
LOS ANGELES
PHOENIX
TUCSON
BISMARCK
FARGO
PIERRE
SIOUX FALLS
SIOUX CITY
LARAMIE
CHEYENNE
DENVER
PUEBLO
SANTA FE
ALBUQUERQUE
LINCOLN
OMAHA
TOPEKA
WICHITA
GUTHRIE
OKLAHOMA CITY
FORT WORTH
DALLAS
AUSTIN
HOUSTON
DULUTH
ST. PAUL
MINNEAPOLIS
DES MOINES
KANSAS CITY
JEFFERSON CITY
ST. LOUIS
SPRINGFIELD
LITTLE ROCK
HOT SPRINGS
MEMPHIS
VICKSBURG
JACKSON
BATON ROUGE
NEW ORLEANS
MILWAUKEE
CHICAGO
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RALEIGH
RICHMOND
NORFOLK
CHARLESTON
COLUMBUS
CLEVELAND
HARRISBURG
BALTIMORE
WASHINGTON
PHILADELPHIA
NEW YORK
HARTFORD
ALBANY
BOSTON
PORTLAND
AUGUSTA
MONTPELIER
LAKE SUPERIOR
LAKE MICHIGAN
LAKE HURON
L. ERIE
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LEGEND
● TOTAL POTENTIAL WATER POWER FOR EACH DISTRICT. AREAS PROPORTIONAL TO HORSEPOWER.
MAIN TRANSMISSION LINES JUSTIFIED BY PRESENT NEEDS.
MAIN TRANSMISSION LINES TO BE CONSTRUCTED WHEN ECONOMICALLY JUSTIFIED.
▨ COAL-FIELDS.
BOUNDARIES OF INITIAL EASTERN & WESTERN DEVELOPMENTS.
Scale

From the New York "Times"

MAP OF PROPOSED SUPERPOWER SYSTEM FOR THE UNITED STATES

A single superpower electric system covering the whole United States, such as shown by this map, prepared by Frank G. Baum, hydroelectric engineer, is now declared by engineers to be technically possible through the use of 220,000 volts for transmitting power over the main trunk lines indicated. The system has been planned with reference to water-powers, coal-fields, existing high-voltage transmission lines, principal centers of power consumption, and transcontinental railways. The network of main transmission trunks and secondary lines (not shown on the map) completely covers the entire area and acts as a reservoir from which power can be distributed anywhere for any purpose.

much power is consumed that it will continue to be more economical to get power by mining coal, converting its energy into steam and thence into electricity, than to make use of hydroelectrically generated power, if the distances over which the latter are to be transmitted are too great. Wherever coal lies closely adjacent to places having heavy power demands it will continue to be thus employed, but the electricity produced will all flow into the same pool."

The plan for complete electrification of the United States was announced in New York this summer by Frank G. Baum, a hydroelectric engineer of San Francisco, and a map of the project appears above. Mr. Baum is quoted in the New York *Tribune* as saying:

> "The best course for the power industry is the use of natural water-power sources, as far as practical, for the purpose of saving human energy, coal, oil and other resources, as well as to multiply capacities. Electric power is an aid to production of raw material, to transportation, manufacture and the utilization of the products of industry. The electric system is also a complete system for the production, transmission and distribution of energy, which may be utilized as a necessity, convenience or luxury and add to our pleasure, comfort and safety.
>
> "The chief merits of hydroelectric development and transmission are that they tend to stabilize rates for power uses, and therefore tend to extend the use of electric power; tend to equalize rates between larger and smaller cities, permitting the smaller cities to build up industries and progress parallel to the larger cities, and tend to conserve coal, oil, and labor. This can be accomplished by connecting the large water-power sources to the large economic steam-power plants by large capacity transmission systems."

General Guy E. Tripp, Chairman of the Westinghouse Electric Company, points out in the New York *Times*, that while water-power will form the basis of the power supply, there will be added to this "power generated from other sources now wasted, such as the gases from blast furnaces and coke ovens, sawdust, the residues left after the extraction of gasoline and coal, and other burnable refuse." He notes in the same paper that large light-and-power consolidations are already pointing the way toward the single superpower system. For instance:

> "In California, several companies have joined together in a single interconnected system covering the entire State and extending northward to Portland, Oregon; in the southeastern part of the United States, seven companies form an unbroken chain of transmission lines, extending from Alabama to North Carolina, a distance of 600 miles; and other instances of consolidations on a large scale are found in New England, the Middle West and the Northwest."

Superpower, writes Charles Merz in *Collier's*, will first of all make electricity cheap, so cheap, he quotes such an authority as Steinmetz as saying, "that it will not pay to have meters installed, readings taken, and a system of accounts kept." Mr. Merz cites General Tripp as authority for his further contention that cheap electrical power easily supplied everywhere, will tend to the building up of small scattered centers and a movement away from our overcrowded cities.

That such superpower, which may bring all sorts of industrial, economic and social consequences in its wake, is a possibility of the near future, is admitted by a host of newspapers, as for instance the St. Louis *Globe-Democrat*, Pittsburgh *Post*, Sacramento *Bee*, New York *Herald*, Seattle *Times*, Pittsburgh *Gazette Times*, and Houston *Chronicle*. And Charles P. Steinmetz, the electrical wizard, sees a future Utopia created by electric power which will do so much of the hard work of the world that by 2203 A.D., workers will need to toil only 200 days a year and four hours a day; that palls of smoke will "no longer hang over cities"; the streets will be "free of refuse"; and every city will be a "spotless town."

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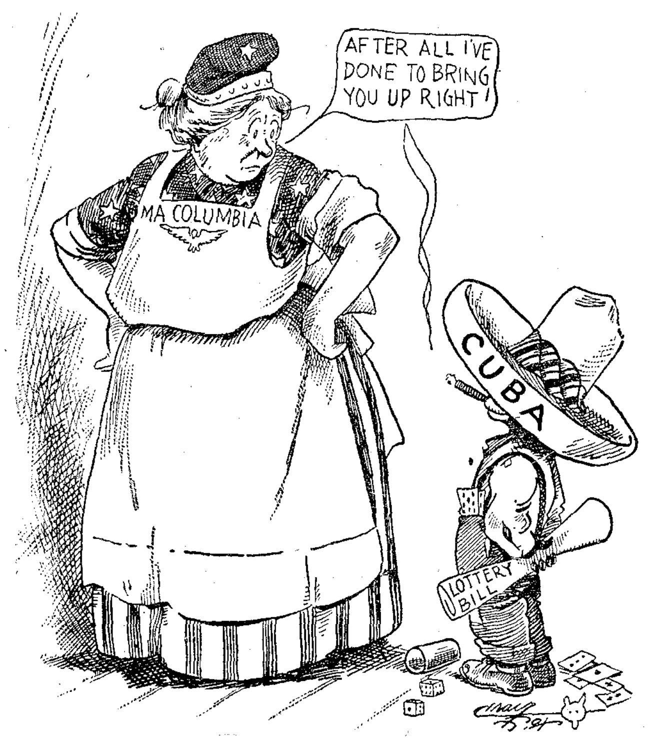
OUR INTEREST IN CUBA'S RAILROAD PROBLEM

SUGAR PLANTERS, EX-GUERILLAS, Wall Street lawyers and investors, Cuban generals, New York importers, and politicians from Washington to Havana seem to be keenly interested in the bill of Colonel José Miguel Tarafa, providing for the consolidation of any three trunk line railways (provided two are Cuban) and the elimination of forty-seven private ports used by the sugar companies for exporting their products. Is the Tarafa bill, passed by the Cuban Congress, aimed at Americans? Moreover, a host of American newspapers are led to ask, how far is our Government justified in interfering in Cuba on behalf of American private interests?


AFTER ALL I'VE DONE TO BRING YOU UP RIGHT!
MA COLUMBIA
CUBA
LOTTERY BILL

DISCOURAGED

—Fox in the Rochester *Democrat and Chronicle.*

To *The Nation* this legislation sounds like "an honest attempt to end special privileges" and to the Minnesota *Daily Star* it seems "peculiar" that while "urging the consolidation of railroads in the United States, we should protest against the same thing in Cuba." The New York *Evening Mail*, far from considering it an "anti-American demonstration," hints that it is merely a "struggle between two groups of capitalists with American money on both sides," but opinions such as this are in the minority. An instance of the usual point of view is the remark of the Dallas *News* that if the lines to be consolidated are largely Cuban, and the lines discriminated against largely American, the measure is "shrewdly designed to confiscate American-owned property."

How the dual tangle of the lottery law and the Tarafa bill first originated is fully explained in an article on the "New Cuban Problem" in the Foreign Department of the September 1 issue of THE DIGEST. As there foreshadowed, the question of the law enlarging the lottery, which was passed over President Zayas's veto and in defiance of Ambassador Crowder's reminder that Cuba had agreed to suppress lotteries when she borrowed fifty million dollars from us, has remained of minor importance in America. And now it appears from a dispatch in the New York *Tribune* that a storm of protest has been raised in Cuba, and resolutions will shortly be offered in the Cuban Congress asking for the "immediate abolition of the new lottery law."

The discovery is made by the Philadelphia *Inquirer* that the recall of General Crowder to Washington had little to do with the lottery controversy. It hinges, *The Inquirer* believes, entirely on this Tarafa railway merger bill, and the fact that the forty-seven private ports which it condemns export about eight million bags of sugar a year (approximately one-third Cuba's sugar export trade), 85 per cent. of the stock in the companies operating these ports being owned by American investors. The question of whether this amounts to confiscation is answered more or less emphatically in the affirmative by papers as varied in point of view as the Manchester *Union*, Providence *Journal*, Brooklyn *Eagle*, Utica *Press*, Richmond *Times-Dispatch*, Marion *Star*, Pittsburgh *Gazette Times*, Indianapolis *Star*, Chicago *Journal of Commerce*, and Dallas *News*. The New York *Evening Mail* further adds that the volume of opposition is growing in Cuba as well, with petitions to kill the bill before it can be signed by the President.

The Platt Amendment, embodied in the Cuban Constitution, stipulates that:

> "The United States may exercise the right to intervene for the preservation of Cuban independence, the maintenance of a Government adequate for the protection of life, property and individual liberty, and for discharging the obligations with the respect to Cuba imposed by the Treaty of Paris, now to be assumed and undertaken by the Government of Cuba."

This is the resolution which it was reported recently that General Crowder had broadened in scope by special arrangement with President Zayas. So keen was the tension that ensued, we are told, that it was necessary at once for the President to relieve it by a categorical denial.

Cuba, we learn from press dispatches, has completed the payment to us of $6,988,000, which is said to liquidate her entire wartime debt to the United States. Cuba, therefore, is the first debtor country to discharge her obligations in cash, and considerable editorial comment points out that this attitude toward obligations of honor might well serve as an example to several much larger countries. The regret is also exprest that just at this time Cuban politicians seemed to be plunging their country into new trouble with the United States. According to a resolution passed by the Cuban Congress:

> "The Republic is meeting all its foreign engagements as they become due, and any interference with its domestic affairs could not be justified by any treaties or by the laws of nations and may cause such perturbation as might end in the breaking of the moral and historical ties which have hitherto bound our country to the great Republic of North America."

That we certainly do not want to intervene, if it can possibly be avoided, seems to be the attitude of most American editors. Yet there is an underlying note of firmness which more or less solidly backs the attitude of President Coolidge, who is understood by papers like the Atlanta *Constitution* to be "determined that the Government of Cuba shall not forget its obligations and shall keep in the straight and narrow." A very general view undoubtedly is that of the New York *Times:*

> "It is to be hoped that the representations of our State Department will lead the Cuban Government to head off the bill or to make needful modifications of it. Washington dispatches indicate that this will be done. Yet if a clear and exigent demand presented itself, there can be no doubt that our Government would see to it that the lives and property of Americans in Cuba, or of other foreigners resident there, are fully protected."

Meanwhile Colonel Tarafa, called the most influential man in Cuba, leaves for Washington and Wall Street, accompanied by a famous New York lawyer. A later report in the New York *Journal of Commerce*, published after the Colonel had attended a conference between American sugar interests and Cuban railway interests, adds that:

> "An agreement whereby the confiscation features of the Tarafa bill would be eliminated, is reported to be in prospect."

A LETTER FROM JOHNSON

HIRAM JOHNSON OF CALIFORNIA would be President of the United States to-day, political correspondents tell us, had he not rejected a chance to win the Republican Vice-Presidential nomination offered him in Chicago in 1920. When the political pot began to boil again some months ago, and before the renomination of President Harding had been conceded as a virtual certainty, rumor was busy with the name of Senator Johnson as a conspicuous Presidential possibility. When Mr. Harding's death reopened the question of Republican entries for the 1924 race, Mr. Johnson's name was again among those repeatedly mentioned.

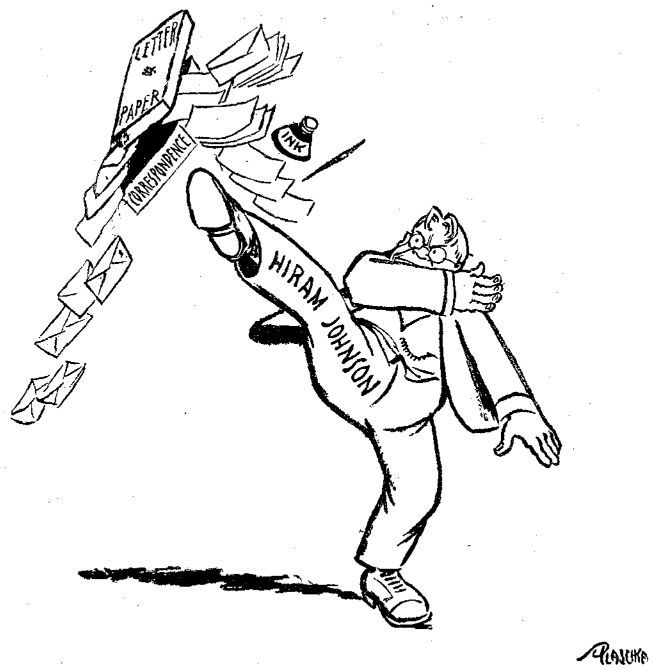
For these reasons, something more than a curious interest is manifested by editors all over the country in the sensational publication, by interests hostile to the Johnson candidacy, of a private and confidential appraisal, by Mr. Johnson himself, of the strength and weakness of that candidacy. This appraisal was in a private letter to a friend, and its unauthorized publication is denounced by Mr. Johnson as one of those things "that decent men and women can not condone." While the opinions so frankly exprest in it are believed in some quarters to have eliminated him from the Presidential race, in others they are no less emphatically declared to have added to his strength. Intertwined with the national aspects of this incident is a State fight between Johnson and anti-Johnson forces for the control of the Republican organization in California. Resultant developments, remarks the Denver *Rocky Mountain News* (Rep.), "may place the Golden State in a position it occupied not long ago of being the pivot on which a Presidential election revolves."

In an "intimate, personal letter" sent from Europe in May to his friend, Charles K. McClatchy, editor of the Sacramento *Bee*, Mr. Johnson discust with unguarded frankness the political outlook for 1924. The editor of a California paper which supports Herbert Hoover and opposes Hiram Johnson obtained possession of excerpts from this letter—"in the ordinary course of business," according to his own account, but according to Mr. Johnson by methods suggestive of "grand larceny or petty thieving"—and made them public. Here are the published passages that seem to have specially interested the politicians:

> "As I have said to you often, I would like to be President. I think any American in political life who pretends otherwise is wholly hypocritical. I realize, however, political realities, and I can not see success in an active candidacy. A sort of passive attitude never brought me anywhere, and my natural inclination is to fight. This, tho, is a kind of valor of ignorance, or blinding one's self to actualities, and hardly wise. The next few months, possibly, will clarify the political atmosphere, and any personal declaration I am leaving entirely to the future. . . .
>
> "My strength while I was Governor was in never yielding for an instant to the old rotten crew, standing always the same. My weakness to-day is that I have yielded and given power, position and political strength to the very men I so often formerly denounced. The past is past, and I have only referred to it as instructive for the future.
>
> "I am under no illusions now about California. Really, C. K., I doubt if I could carry it against Harding, Hoover or any other candidate. The old crew are in the saddle. For the first time since 1910 they have the State, all of its offices and an active militant organization, both in publicity and otherwise.
>
> "Now, singularly enough, tho my stock is low in my own State, it has very great possibilities in other States. If I were a candidate, I would fear California more than New York. This is no idle statement, and please do not ascribe it to my pessimism."

In a statement to the press, Mr. Johnson denounced this invasion of his private correspondence as one of those things that "must not be done even in politics"; exprest the hope that the incident would "be taken by the opposition as an invitation to a contest in California"; and declared that, apart from the question of candidacies, the "progressive Republicans" of California are determined that the State's delegation to the Republican National Convention next year must represent truly "a progressive Republican State." A few days after making this statement Senator Johnson left Washington for California, his purpose, guesses a Washington correspondent of the Independent Democratic New York *World*, being "to renew his political forces as a potential candidate for the Republican nomination for President in 1924." To quote this correspondent:

> "Senator Johnson is as much of an irreconcilable as ever, and it is understood if President Coolidge supports the World Court or leans in any way toward the League of Nations, he will regard this as an opportunity and as a justification for his own candidacy.
>
> "All of the information coming from Coolidge sources are to the effect that the President will undertake to put the World Court idea over as part of the Harding heritage."



"NEVER AGAIN!"

—Plaschke in the Louisville *Times*.

Despite the pessimism exprest in his letter of last May, declares Albert E. Boynton, Chairman of the Republican State Central Committee of California, "the simple truth is that Senator Johnson is stronger to-day in California than ever before." Mr. Boynton reminds us that only last fall Mr. Johnson was reelected to the United States Senate by a plurality of 348,674, "the greatest in his political career."

Hiram Johnson "is stronger to-day in California than ever he was," agrees Mr. McClatchy, of the Sacramento *Bee* (Ind.), "and this letter has added to his strength—a fact admitted even by many of his enemies." To quote Mr. McClatchy further:

> "No good sincere man can read the letter understandingly and not hold a high opinion of its writer. It sounds the trumpet call to all in California to rally once again under the banner of good citizenship, to rescue the State from the corporation-controlled reactionaries who now think they are in the saddle, public service and political gangsters who hate Hiram Johnson for the marvelous work he did in recreating a great commonwealth at the expense of corrupt and corrupting corporations, and who are now banded together not only to sabotage that work but to destroy him as well."

"There isn't a line of this letter that Johnson need be ashamed of," notes the Republican Philadelphia *Inquirer;* and another Republican paper, the Buffalo *Express,* agrees that the document in question "does not reflect on Senator Johnson, but rather reveals that among his friends he shows a degree of frankness and political judgment which he does not often display to the public." Remarking that "good sportsmen may have their temptations, but they don't hit below the belt," the Philadelphia *Public Ledger*, an independent paper with Republican leanings, denounces the publication of this private and personal letter as an act of "buzzardry," and declares that "the reaction to such action ought to be a vast help to the Californian."

But the general press opinion, nevertheless, seems to be that Hiram Johnson's political fortunes have not been advanced by this embarrassing revelation of his own modest estimate of his political strength in his native State. The letter, remarks the Republican San Diego *Union*, is "rather valuable" because—

> "It tells us more about Hiram in those few lines than Hiram himself would willingly tell us in a thousand years. . . . We don't blame Hiram for being mad. It is as bad as tho somebody had feloniously put scopolamin in his coffee."

The San Francisco *Bulletin* (Ind.), which once supported Johnson, but now opposes him, finds its change of attitude vindicated. This letter, it remarks, "concedes the truth that the change was in Hiram Johnson and not in *The Bulletin*," and "it becomes a campaign document that will strengthen President Coolidge's chances of nomination as the Republican candidate."

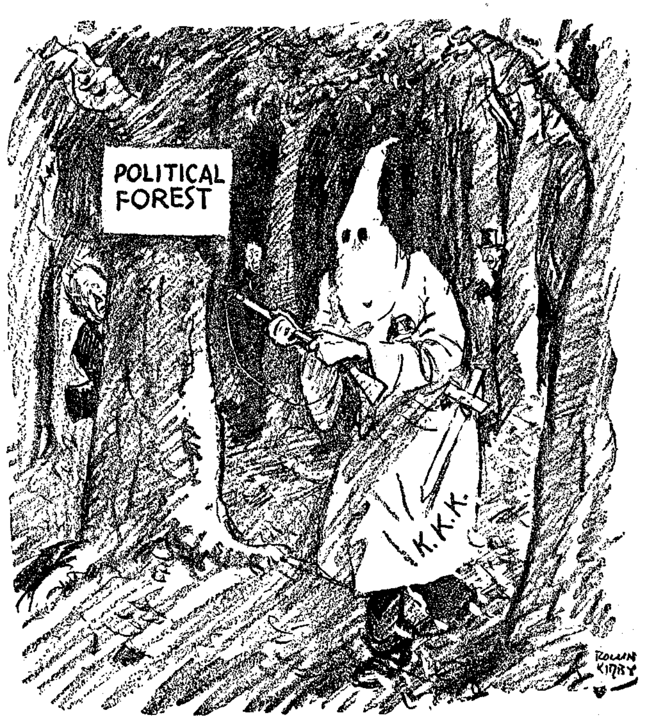
In another independent California paper, the Sacramento *Union*, we read:

> "While the late President was still alive, Hiram was pawing the earth on our eastern shores proclaiming splendid isolation as the panacea for all our economic and spiritual woes, and now that death has installed another potential candidate for the Presidency in a place of vantage he has turned his eyes again to California as a favorable seat for his renewed activities. Perhaps the hated Hoover's friends did swipe Hiram's letter and give it to the world, but that act alone does not seem to us to constitute a sufficient platform for him to go before the country on.
>
> The fact is that Hiram has wabbled in and out of the Republican organization so long that now he is unable to find an issue for himself either as a progressive or as a reactionary. He is suffering a little personal and political isolation of his own, and realization of this fact has put him in a bad humor and weakened his strategic position before the people."

Noting that Senator Moses, who favored Hiram Johnson's candidacy in May, has now come out for President Coolidge, the Republican Philadelphia *Bulletin* argues that the Senator's political position is even weaker than when he wrote his letter to Mr. McClatchy. The Denver *Rocky Mountain News* (Rep.) questions whether, even with California solidly behind him, Senator Johnson could be nominated for the Presidency by his party, because "the breach of 1912 has not closed." "We have had too much Johnson," remarks the St. Louis *Globe-Democrat* (Ind.), "and his passing as a political leader will be a national benefit." Mr. Johnson's star, avers the Democratic Norfolk *Virginian-Pilot*, "may be said to be, at least temporarily, in eclipse." And the independent New York *Evening Post* suggests sympathetically that "there should be a special kind of ink, called politicians' ink, guaranteed to fade completely out as fast as a letter written in it was read."

THE KLAN AS THE VICTIM OF MOB VIOLENCE

ANOTHER DOSE OF "THE KLAN'S OWN MEDICINE," to quote the New York *Times*, was administered to the hooded organization at Carnegie, a suburb of Pittsburgh, on August 25, when a mob blocked a parade of Ku Klux Klansmen, pelted the marchers with stones and bottles, and shot and killed a member of a local organization. Ten days before, at Steubenville, Ohio, a Klan parade had been attacked, but with less serious consequences. Since that time, observes the New York *Call*, which is no longer a Socialist daily, but a spokesman of conservative unionism, "the Klan has broken into the headlines from Mexico to Binghamton." Of the new developments in Oklahoma, Maryland, Delaware, New York, Texas and Florida, however, the outbreak at Carnegie, say Pittsburgh dispatches, is the worst instance of rioting, for a dozen persons were seriously wounded and probably a hundred others suffered minor injuries. It is "difficult" for the Cincinnati *Post* to account for "the reign of lawlessness which swept over a large part of the United States in August." "Such things might be expected in Soviet Russia," remarks the Louisville *Post*, "but in America they are at variance with every instinct of the people."



EASILY FRIGHTENED

—Kirby in the New York *World*.

"A year ago the Klan was making Louisiana a 'dark and bloody ground,'" notes the Baltimore *Sun*. And now, declares the Omaha *World-Herald*, "reports of whippings, murders, lynchings and other mob outbreaks leave us wondering at the savagery that flourishes in our country, which is dedicated to the pursuit of life, liberty, and happiness." In the opinion of the St. Louis *Star*, "the spread of mob violence has created a menace of national porportions, and Federal action can only be averted by the most vigorous steps on the part of the States."

"Parades of the Klan, with its masked and hooded members, tend to create disorder and rioting," believes the Washington *Star*, in speaking of the Carnegie riot, and the Washington *Post* agrees with the New York *Times* that "the Klan is merely reaping as it has sown." Certainly, as the Springfield *Union* observes, "it was a disgraceful exhibition of lawlessness," altho this paper disagrees with the minority view, which seems to be that the Klan got what it deserved to get, and with the majority view, which places the entire blame upon the mob which attacked the Klansmen. In the *Union's* opinion, "the blame must be equally divided between the Klansmen and the mob." The New York *World*, on the other hand, holds that the Klan is at fault. For—

> "Whether the participants admit it or not, a Ku Klux parade in any community is notice to the inhabitants that the constituted authorities are challenged by an underground society held together by racial and religious antagonisms.
>
> "No local chapter of the Klan can blind itself to its risk and responsibility when it marches through the streets of a city, as members of the order tried to march through Carnegie. In challenging law and order for the protection of others, it discards law and order for the maintenance of its own rights.

Having declared its intention to start something, it need hardly be astonished if something starts."

But, contends the Brooklyn *Eagle*, which, like *The World*, has been severe and consistent in its condemnation of the Ku Klux Klan, "fairness compels the admission that the Klansmen, marching from one point to another, whether masked or unmasked, were within their constitutional rights, and that those who assailed them ought to be arrested, convicted, and punished." This is also the attitude of the Pittsburgh *Chronicle-Telegraph*, which says of the mob's action in Carnegie:

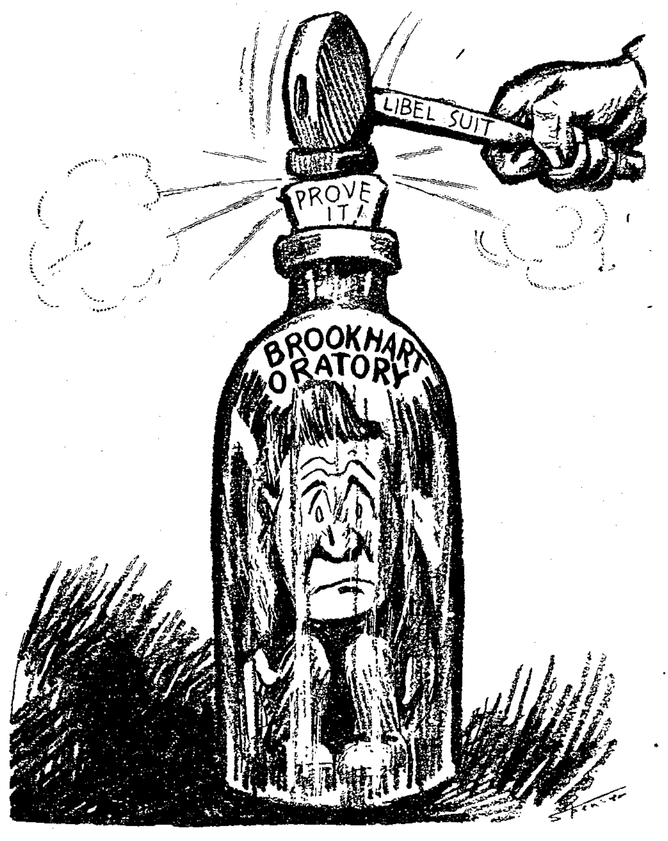
> "Only one duty confronts the authorities, and that is to see that the guilty are captured and punished. The community can not be made a battle-ground for those who assume to take the law into their own hands. In performing their plain duty, without fear or favor, the authorities must rigidly disregard prejudices for or against this or that organization."

To W. H. Evans, Imperial Wizard of the Ku Klux Klan, "the action of the mob at Carnegie savors of anarchy," and the King Kleagle of the Keystone State maintains in a statement in the Pittsburgh *Post* that—

> "The tenets of the United States Constitution have been struck a foul blow by the action of a mob of Carnegie residents in attacking parading Klansmen, during which Klansman Thomas R. Abbott was murdered. When conditions come to such a stage in this enlightened age that peaceable Americans, banding themselves into a patriotic organization, are prevented from exercising the same rights as Catholics, Jews and negroes, and which are guaranteed by that Constitution formed by our forefathers, it is high time action is taken."

One or two editors are inclined to smile at the Klan's appeal to the law in its extremity, but others see only the danger of mob violence, organized or unorganized. As the Salt Lake *Telegram* remarks, in an editorial on "the increasing tendency on the part of individuals to take the law into their own hands":

> "Increasing mob violence is something more than a desire of a part of the citizenship to dispense with law. It is reflective of a breaking down of the law and a weakening in the determination of the courts and the citizenship. If every man were punished for his crimes according to the prescribed penalties, and if no unnecessary delays were tolerated, there would and could be no reason for individuals taking the laws into their own hands.
>
> "But in these days of befuddled morals and ideals a different system is being established in America. Personality and influence figure too much in the prosecutions of the day. A surplus of laws provides new technicalities for clever attorneys to save their clients from the penalties of their acts. Inconsequential laws encourage defiance of the statutes. In the face of these elements it is becoming more and more difficult to punish the criminal. The arrest and the conviction of the guilty individual is no assurance to society that the penalties will be carried out, that each and every offender will be punished according to his crimes.
>
> "In the absence of these guaranties it is not surprizing to find that discontent is surging in the breast of law-abiding citizenship. It accounts in some measure for the increasing tendency to punish the criminal without giving him the opportunity to defend himself in court."



A CORKING THING TO DO

—Spencer in the Omaha *World-Herald*.

THE BROOKHART-MEREDITH DUEL

"ODS BODIKINS, but mighty events are toward, and a lusty battle joineth! For Sir Meredith, erstwhile Secretary of Agriculture, hath leveled the lance of a libel suit against that doughty Achillies of the Wheat Fields, Sir Smith de Brookhart, and demandeth 30 cents damages, for that the said stentor of the grain belt hath charged him with aiding in the ruin of the farmers." Thus the Boston *Globe* lightly describes the suit for libel and damages filed against Senator Brookhart of Iowa by former Secretary of Agriculture Meredith, also of Iowa, and to most editors the affair is a farce-comedy, rather than a tragedy, altho the Senator is said to have charged the former Cabinet officer with having "sat in the Wall Street game and helped produce the greatest panic in farm prices in the history of agriculture." To quote further from *The Globe:*

> "Shrewd words and belaboring epithets are like to ring and echo upon cuirass and corslet, while all the populace of Camelot observe, learn and grow wise now at last on a much-mooted question. A rare combat, by our halidom! And no Congress will spoil the trial at arms with voluminous and irrelevant chatter, dinning the ears to weariness and the soul to confusion. The mighty question will stand clear at last, and with every device of the armorers to back up and sustain each side in the jousting. Nor shall there be lacking statistics; nor advisers in the pavilion of each knight who are deft in the wisdom of thrust and parry.
>
> "A joyous spectacle, verily. And all for 30 cents."

"There are the makings of good Autumn reading in the proceedings which ought to follow the filing of this suit," thinks the Washington *Star*, and the equally sedate Philadelphia *Public Ledger* agrees that "if the suit comes to trial it will add considerably to the gaiety of the Corn Belt and politics." "But," it adds, "a demand for 30 cents' worth of damages is bound to be a terrible blow to the professional pride of a verbal dynamiter."

"This modest claim of 30 cents" indicates to the New Orleans *Times-Picayune* that "the litigation is not prompted by mercenary motives on the former Cabinet officer's part." For this consideration Mr. Brookhart appears to be duly grateful, for he says he is glad the amount named is so small, since "if Mr. Meredith wins the suit, 30 cents is about all I can save out of my salary after paying this year's deficit on my farm." Which brings us to the issue that precipitated the suit. According to the Indianapolis *Star:*

> "This was whether the American farmer's condition is worse this year than it was last. Senator Brookhart affirmed and reiterated that it was, and the Des Moines publisher confuted him with proof that the grain farmers of the country are receiving $500,000,000 more this year than they did in 1922, in face of the slump in the price of wheat. Further, he shows by statistics from the Department of Agriculture that the American farmer was 15½ per cent. better off on August 1 than he was a year ago, and 25.2 per cent. better off than two years ago."

"Mr. Meredith will have performed a high public service," thinks this Indiana paper, "if by his suit he can bring into proper national perspective the vaporings of men like Brookhart, and limit the power for evil of all 30-cent statesmen." "There are few men occupying prominent positions in public life who do more reckless talking than does Senator Brookhart," agrees the Birmingham *Age-Herald*. "And the only way you can pin this type of statesman down to facts is to get them into court and under oath," declares the Philadelphia *Inquirer*. Nevertheless, maintains the Portland *Oregonian*, in lighter vein, "it was cruel of Mr. Meredith to thus hit the Senator on his political solar-plexus." Continues the Pacific Coast paper:

> "Brookhart's game is to tell the farmers they have been terribly wronged and to make them acutely sorry for themselves. He succeeded so well that he was elected Senator on a wave of sympathy among the farmers for their impoverished selves; elected on promises to take the ill-gotten wealth from the railroads, bankers, middlemen and speculators and hand it back to the farmers wrapt in a brand new act of Congress.
>
> "Now comes this unimaginative fellow Meredith and spoils the game with his pestilent facts."

Still other ironic shafts, aimed at Iowa's junior Senator, come from such widely scattered papers as the San Diego *Union*, St. Louis *Post-Dispatch*, Detroit *News*, San Francisco *Chronicle*, Louisville *Courier-Journal*, Chicago *Post*, Grand Rapids *Herald*, New Haven *Register*, Milwaukee *Journal*, St. Paul *Pioneer Press*, and others. "Brookhart caught a Tatar when he sprung his usual line of expletives on Meredith," notes the Grand Rapids paper. "What a fall is there in being sued for 30 cents," mercilessly adds the Knoxville *Journal and Tribune*. And—

> "What a jar to the dignity of the scintillating statesman, the champion nubbin of the Corn Belt, to be so held up to public scorn and ridicule, not for thirty pieces of silver, but for 30 cents. It would have been more in consonance with the dignity, the importance of the Senator to have been sued for $30,000. Then the matter would not have been treated as a joke."

There are a few editors, however, who do not treat the Brookhart-Meredith feud as a joke. The editor of the Raleigh *News and Observer*, for instance, himself a former Cabinet officer, observes that "it is possible Mr. Meredith was misled by Wall Street, but that he profited personally from the distress of the farmers is not to be believed for a minute," and the New York *Commercial* also points out that—

> "Anybody who knows anything at all about it, knows that deflation came about because of the collapse of European credit, for which Wall Street was in no wise responsible, and that on the contrary Wall Street suffered tremendously from the deflation. If deflation was a Wall Street game, they played it against themselves."

"The Brookhart-Meredith action will have considerable public interest—if it comes to trial," observes the Brooklyn *Eagle*, thereby indicating that it has its doubts. The neighboring New York *Times* also reminds us that "the courts do not allow themselves intentionally to be used as farce-comedy theaters." "What, then, is all the shootin' for?" a certain theatrical impresario might ask. In the opinion of the Montgomery *Advertiser:*

> "The Brookhart charges go deeper than any joke, on the surface or hidden. The starting-point is in reality competition between two competitive farm journals. Meredith is the publisher of *Successful Farming*, one of the biggest agricultural journals of the country. Its principal competitor is *The Homestead*, both being published at Des Moines. Meredith's paper does not take part in politics, but Meredith himself was an active and energetic supporter of Clyde Herring, in Brookhart's race for the Senate last year, while the only newspaper support received by Brookhart in Des Moines was rendered by *The Homestead*."

Moreover, maintains the St. Louis *Star*, "it is hardly possible that Senator Brookhart didn't think of this when he made his attack on Meredith." Says this Middle Western paper: "The suit for 30 cents may have the appearance of a jest, but under the surface there is nothing but the swift interplay of daggers!"

MAKING UP WITH MEXICO

IN THESE DAYS OF INTERNATIONAL ILL-WILL, it is "cheering and gratifying" to the Atlanta *Constitution* "to read of the restoration of cordial relations between the United States and Mexico." For the note sent by the State Department on August 27 to the Mexican Government, as a preliminary exchange to the actual granting of recognition and the technical restoration of diplomatic relations with the Republic, "will leave no doubt in the mind of President Obregon," says the Washington correspondent of the New York *Times*, "that full and formal recognition will soon be accorded." This decision to recognize Mexico, which comes as a result of the understanding reached between the American and Mexican Commissioners in Mexico City, "is one of the most important steps in American foreign policy in recent years," notes this correspondent. And this step of the Coolidge Administration appears to meet with the approval of editors from all sections of the country, altho a few remind us that after our long series of difficulties we must not be too sanguine. As for a treaty, "there are still the gauntlets of two Senates to be run before assurance can be complete," remarks the Springfield *Republican*. The fact remains, however, points out the Grand Rapids *Herald*, that "for the first time since 1913 the United States and Mexico are well on the way to resumption of diplomatic relationship."

The two gentlemen who are credited with bringing about this new era of friendship and good-will, after negotiations lasting more than three months, are Honorables Charles B. Warren and John Barton Payne, who were appointed special commissioners by the late President Harding to enter into a tentative agreement for resumption of diplomatic relations between the two countries. In this endeavor, we are told, he had the consistent cooperation of Secretary Hughes, and "President Coolidge," says a Washington dispatch to the New York *Times*, "has given his complete corroboration to the steps taken by Mr. Hughes." The proposal for a treaty of amity and commerce, which was first suggested as a recognition prerequisite, was abandoned because of Mexico's refusal to agree to such prerequisite, and the conventions of Messrs. Warren and Payne substituted. Says the Chicago *Journal of Commerce* of these negotiations and their outcome:

> "One of the most puzzling problems of the thirteen weeks of negotiations has been a method of settling the dispute between the two countries concerning the petroleum and agrarian legislation of Mexico. President Obregon finally announced an interpretation of these laws which is satisfactory to the commissioners and to Secretary of State Hughes.
>
> "These conventions must be submitted to the American and Mexican Senates for formal approval. They are intended to settle American claims for land which was confiscated.
>
> "Concerning the agrarian controversies, the recognition agreement provides that American rights which were acquired prior to the Constitution of 1917 shall be deemed valid, acquiring their legality under the laws then in force and under the provisions of the 1857 Constitution.
>
> "However, lands which have been acquired since the Constitution of 1917 went into effect are bereft of these validities. They are, instead, subject to the laws concerning division of estates and are also subject to subsequent legislation intended to effect agrarian reform.
>
> "Concerning the dispute over subsoil petroleum, the recognition agreement recognizes the legal rights of American oil companies to subsoil which they acquired before the 1917 Constitution went into effect. Rights which were acquired after that date —May 1, 1917—are governed by the 1917 Constitution.
>
> "There is some uncertainty regarding rights to subsoil petroleum which were acquired before May 1, 1917, by Americans who did not seek oil or formally announce their intention of seeking oil. The Mexican Government insists that these owners have lost their oil rights. The Americans have not yielded on this point. The rights of such Americans are reserved in the recognition agreement for further action."

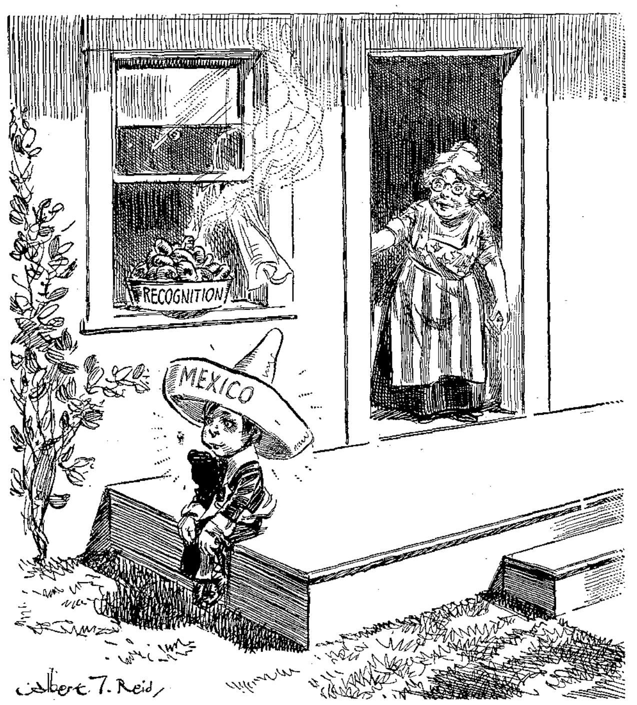
"American capital has not been very active in Mexico during the negotiations," recalls the Birmingham *Age-Herald*, but now predicts this paper and others, there is likely to be a great business expansion and unprecedented prosperity. Moreover, we read in the Philadelphia *Bulletin*, "the resumption of neighborliness between this country and Mexico will do much to cultivate good feeling in Central and South America." "It is only fair," remarks the New York *Times*, "to say that much of the delay during the last two years has been due to the difficulty of placating various shades of political opinion in Mexico." As the Grand Rapids *Herald* recalls:

"Recognition of the Carranza Government in 1915 was short-lived and unsatisfactory. Carranza himself failed to live up to protestations of his agents; and the methods of his Government were violently anti-American. Carbajal and Victoriano Huerta, before Carranza, were blacklisted and denied diplomatic intercourse with Washington. After these unfortunate experiences, emphasized by the flight and later assassination of Carranza, small wonder that the United States has held aloof from the Government of President Obregon for nearly three years. We had lost faith in Mexican promises.

"But in the last twelve months the Mexican situation has clarified itself. Obregon has subdued rebellious minorities. Definite agreements on the payment of the Mexican national debt have been signed. And now the other points at issue between the two countries seemingly have been cleared. The scenery is all set for resumption of diplomatic relations; and, while the evident fact is that this is a victory for American diplomacy, the thing that counts most is that one more puzzle of our foreign relationships is about to be solved."

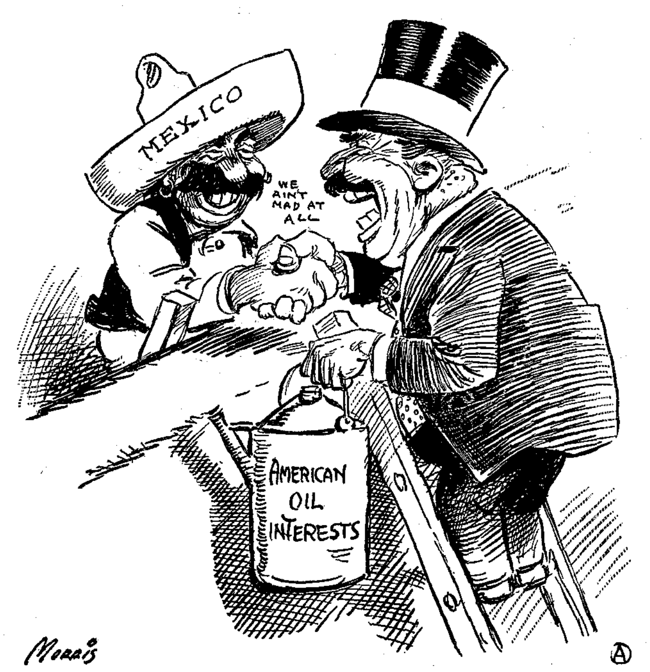
"Diplomatic intercourse with Mexico has been interrupted since early in the Wilson Administration," recalls the Norfolk *Virginian-Pilot*, and "it will be something of a relief to have the Mexican question settled after all these years," observes the Seattle *Times*. Some of the causes of the misunderstanding are thus given in the Duluth *News and Tribune:*

"Prior to the coming into power of the Obregon Government, many Americans had invested in oil lands and in agricultural lands in Mexico. Under the new Constitution of Mexico, the oil in the earth belongs to the Government. That is undoubtedly an excellent policy for the Government to adopt, and the effort to conserve the oil and let the people as a whole profit from it is wholly praiseworthy. But unfortunately no effort is being made to compensate those who acquired oil leases in good faith, prior to the adoption of the Constitution. To say that the oil already discovered on this property belongs to the Government is confiscation and an open violation of the ordinary rules of international relations. The property of foreigners in every country under a recognized government is supposed to be safeguarded.



"WELL! WELL! HE'S BEEN SO QUIET,
WE ALMOST FORGOT HE WAS AROUND"

—Reid for the Bell Syndicate.



OILS WELL THAT ENDS WELL

—Morris for the George Matthew Adams Service.

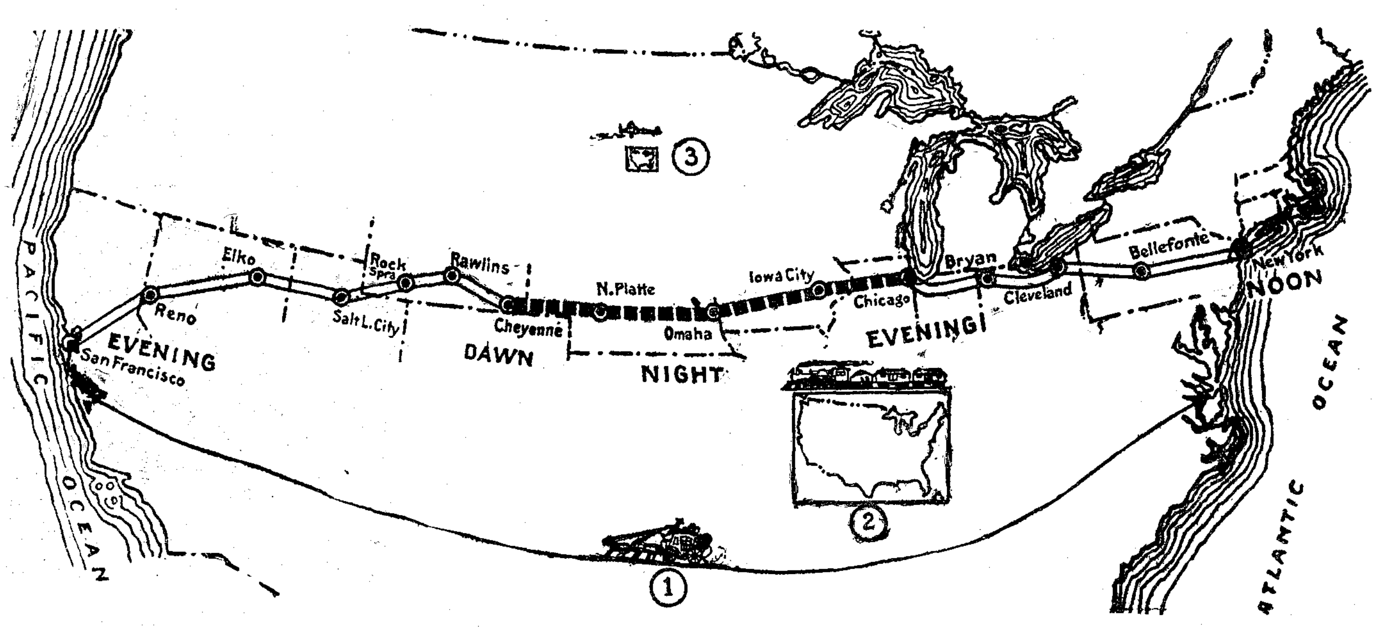
"The same situation applies to the big estates which are being broken up. This policy is also praiseworthy, but here again rights already acquired are being ignored."

While the great majority of American editors understand that in the signing of the conventions at Mexico City an agreement has been reached, the Pittsburgh *Gazette Times* fears "it is too soon to give three cheers for the success of these negotiations." And a Chicago *Tribune* correspondent in Mexico reports the success that is attending the activities of radical agitators, who are inspired with the double purpose of forcing Russian Bolshevism upon Mexico, and of fostering among the Mexicans an intense hatred of America and all things American. The St. Paul *Dispatch* is another paper which is afraid Uncle Sam is counting his chickens too soon. Says this paper:

"So far as we can see, the agreement embodied in the records of the conference between the personal agents of the Presidents of the United States and of Mexico represents no change in the attitudes of the two governments toward the matters in dispute between them. The State department at Washington has never questioned the right of the Government at Mexico City to adopt what legislation it pleases for the administration of Mexican affairs. It has only refused to extend recognition to a government which passed legislation that violated the rights of American citizens guaranteed to them by regular practise of nations everywhere.

"The point of contention is apparently untouched in the official agreement. This point relates to subsoil petroleum rights acquired by American citizens in Mexico prior to 1917 *but not exploited.* The question whether these rights are 'acquired rights' under Mexican law, and hence inviolate, does not appear to have been settled. It seems that the Mexican Government has not been willing to commit itself as to the status of this kind of property, and the matter rests with the United States delegates reserving the rights of these individuals specifically.

"We do not question the right of the Mexican Government to do what it pleases with its own land and oil. But this is another matter from such an administration of those resources as amounts to expropriation without compensation of property legally acquired by American citizens."



Prepared by the Division of Topography, Post-office Department

HOW DISTANCE SHRINKS WITH NEW MEANS OF TRANSPORTATION

The large map illustrates the size of the United States during the period when the mails were carried by the stage-coach. The smaller diagram, number 2, shows the size to which the nation was reduced by railroad transportation. The smallest diagram, number 3, shows what near neighbors we all are now that the night flying air mail has made the entire nation for purposes of communication no larger than one of the smallest States was to the people of a century ago. The line across the continent indicates the air mail route, the black portion being that covered at night. The stops made during the recent experiments were, on the Westward trip, from New York to Cleveland, 435 miles; to Chicago, 341; to Omaha, 425; to Cheyenne, 460; to Salt Lake, 395; to Reno, 440; to San Francisco, 190—a total of 2,686 miles.

"THE NIGHT MAIL IN REALITY"

WHEN RUDYARD KIPLING wrote "With the Night Mail," as a "story of 2,000 A. D.," he did not know that he was really describing an era which "has been reached within his own lifetime," remarks the Springfield *Republican*. Yet such is the case, "so swiftly do we move in these crowded years." Memories of the past, as well as prophecy of the future, crowd into the minds of editorial writers as they contemplate the successful five-day test of the Air Mail Service, in which mails were transported between New York and San Francisco in a little more than 26 hours. For the Detroit *Free Press*, for instance, sees in this news a duplication of the thrills of the dashing days of the pony express riders who carried the Overland Mail in the picturesque decades of the past. Thus the Air Mail Service, which has been doing business for several years, comes suddenly into the limelight. The purpose of the five-day test in the last fortnight of August was, according to the press, to prove that the Air Mail Service could be operated "safely, regularly, and efficiently." Enthusiastic editorial comment on every phase of the work, from the fine "*esprit de corps*" of the pilots and the "smooth-running precision" of the ground maintenance to the "astounding safety record" of the experiment, would tend to show that the point has been well proved. Papers like the San Francisco *Bulletin*, St. Joseph *News-Press*, Chicago *Tribune*, Buffalo *Express* and Boston *Herald* now look forward eagerly to the establishment of a permanent coast-to-coast through service. The advantage of transcontinental mail in twenty-eight hours and the closer linking of New York with San Francisco, tho important, is far outweighed, in the opinion of the Milwaukee *Journal*, by the elimination of "idleness of money" when checks and negotiable paper "can be dispatched at 100 miles an hour."

AVIATION
ROUTING
BEACON
No 320
PILOTS DEPEND ON
THIS BEACON
FOR THEIR SAFETY

Photograph by Underwood & Underwood

IT LIGHTS THE PATH OF THE NIGHT MAIL

Aviation routing beacon, operated by a Dalen sun-valve, which automatically turns on at nightfall or during heavy fog or thick clouds. Two hundred and fifty of these acetylene-operated lights flash 150 times a minute and are visible from seven to ten miles.

The high lights of the week of experimentation may be briefly summarized from successive Associated Press and other newspaper dispatches. Spiraling down from ten thousand feet over New York City, the San Francisco mail plane, No. 225, at 11:14 A. M., August 24, broke the coast to coast record (made in 26 hours and 50 minutes only last May by Lieutenants Macready and Kelly) with a total elapsed flying time of 26 hours and 14 minutes. Unlike the Army's feat this was no non-stop record, however, for when Pilot Wesley L. Smith guided his roaring De Haviland to earth at Hazelhurst Field, he was completing only the last stage from Cleveland on, in the seven-hop relay race. But it crowns two and a half years of day-by-day performance on the part of our Air Mail Service, in which their pilots have flown five million miles of scheduled mail flights with only one fatal accident. For five days, from August 21 to August 26, in addition to their regular schedules, the Air Mail Service put on a continuous through service from San Francisco to New York in both directions, within a scheduled time of thirty hours and fifteen minutes. Of the eight trips altogether planned, we learn from newspaper dispatches, eight were completed, seven went through on a clockwork schedule, and six lowered the running time set by from one to two hours.

Between Cheyenne, just east of the Rockies, and Chicago, the continuous schedule meant flying the stages from darkness till dawn, and the Air Mail did it for five days in all weathers, with only one hitch, the first day, due to impenetrable fog. Altogether 24,000 miles were flown across the United States, 8,000 at night, without even a minor accident. This was done in seven separate relays from coast to coast, between the eight main air stations, shown on the map at San Francisco, Reno, Salt Lake City, Cheyenne, Omaha, Chicago, Cleveland and New York. Half-way between every two main stations is a filling station, where the plane lands for minor repairs, servicing, gas and oil, with an extra emergency station at Rawlins on the Cheyenne-Salt Lake relay, between two ranges of the Rockies. The total distance is 2,686 miles, the relays for each plane and pilot varying between 340 and 460 miles, except between Reno and San Francisco, where the distance is only 190 miles, because the plane must climb 12,000 feet to clear the Sierras. With an east and west-bound trip each day, the schedule thus used 14 pilots and airplanes a day, except when weather conditions over the Rockies necessitated making Rock Springs, Wyoming, a main relay station, when the number was 16 planes and pilots. With only 43 pilots attached to the Air Mail Service for the regular supplementing service, this meant that nearly every one of the 16 pilots in the special five-day experiment had to fly two round-trips a day on his relay, one regular and one special.

"A pathway of silver light from Cheyenne to Chicago," is the way one of the pilots is reported by the press to have described the night flying part of the route. Three methods of lighting described in a special article in the Springfield *Republican* accomplished this result:

> "1. At each of the main and service stations on the night route, Chicago, Iowa City, Omaha, North Platte, and Cheyenne, are two 325,000,000-candle-power arc searchlights with 36-inch projectors, mounted on tall steel towers. One light floods the landing-field, and one tilted upward, electrically operated by a half horse-power motor, moves its beam of light in a 'huge aerial circle,' visible fifty miles or more. The landing-field is completely outlined by low-powered electric boundary lights on chimney-poles; towers and high buildings in the neighborhood are made clearly visible, while an illuminated weather-cone shows wind direction on the field.
>
> "2. Every twenty-five miles, at thirty places along the route, between main stations, are incandescent beacons of 5,300,000 candle-power, with eighteen-inch projectors mounted on shorter steel towers, automatically swinging smaller upward circles by means of a one-sixth horse-power motor. Each one marks an emergency landing-field, and is visible, in ordinary weather conditions, for a distance of at least thirty miles.

U S AIR MAIL SERVICE.
AIR MAIL
U.S. MAIL

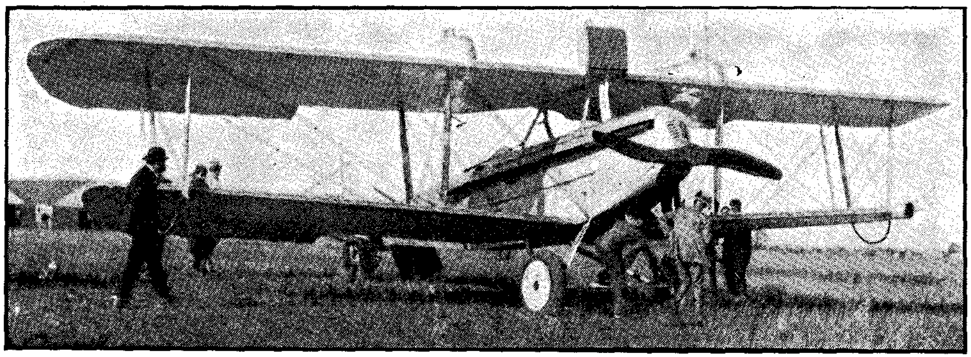
OFF FOR SAN FRANCISCO

Loading, for the first leg of the first Eastward test flight, one of the regular De Haviland-4 mail-planes, which has a capacity of about 500 pounds of mail, or about 22,000 letters.

> "3. In addition, 250 unattended marine lights, set every three miles, mark the whole route from Chicago to Cheyenne.
>
> "The combined light of the searchlights, alone without the routing beacons, equals nearly two billion candles."

Many voices point out the value of the achievement from the standpoint of commercial aviation. With one company now operating double daily round-trip service between Cleveland and Detroit, how long will it be, they ask, before other companies link up with them as the railroads did in the past, and as this postal experiment shows airplanes can do in the future. The usual military deductions are drawn by other papers, especially as to the immense value of night-flying trained pilots in time of war. Even tho airplane development "has not been adequately supported by the Congressional appropriations," points out the Birmingham *Age-Herald*, "the Post-office Department has been able to show results that mark an advance within the last two years, greater than was made in the preceding ten." And it adds, on a note typical of the wide-spread commendation of the Post-office Department as a whole, "this is an achievement of which the people of this country should be very proud." The bulk of praise is for the pilots and superintendents of the Air Mail Service and for the rank and file, heartily "congratulating them for "a hard job well done," and President Coolidge has written a special note of congratulation to the Postmaster-General. The achievement, says the New York *Tribune*, shows a spirit of living up to the motto from Herodotus, carved above the portal of the New York post-office:

> "Neither snow, nor rain, nor heat, nor gloom of night stays these couriers from the swift completion of their appointed rounds."



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NEW TYPE OF NIGHT PLANE, BUILT FOR CARRYING MAIL

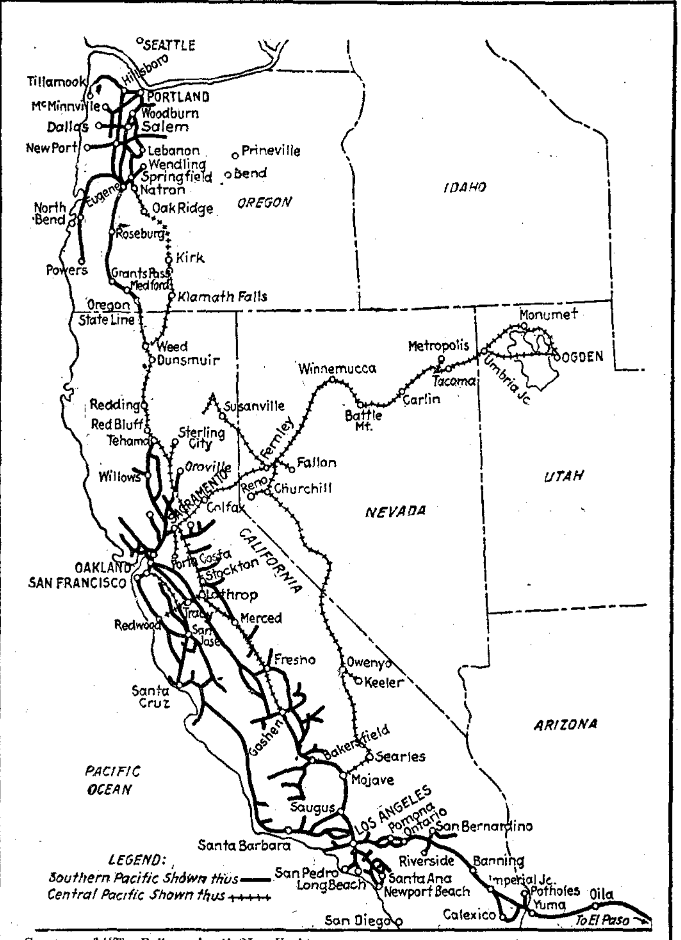
It carries a searchlight on each lower wing, fifty-gallon gas tanks on upper wing, has a cruising radius of 400 miles, and a capacity of 1,125 pounds of mail. Landing speed is 16 miles slower than D. H.-4, and top speed 5 miles less. Entire body is made of aluminum alloy.

PACIFIC ROADS NOT TO BE PUT ASUNDER

RAILROAD "TRUST BUSTING," one of our favorite political sports, seems to the Oshkosh *Northwestern* to be headed for the toboggan. For, it points out, practically the first important decision President Coolidge has been called upon to make "reverses a Federal policy of long standing" in directing that the action of the Government to separate the Southern Pacific and Central Pacific railroads shall be dropt. This Federal policy, explains the Boston *Herald*, "has been against railroad amalgamations, and in the present case the courts decreed dissolution a year ago last May." But now, we read in the Philadelphia *Evening Public Ledger*, "the way is clear for a period of railroad expansion if the Government can cooperate with the railroads in solving the problem of consolidation."

"What the Government has decided in the Southern Pacific-Central Pacific matter," explains *The Railway Age* (New York), "is that in matters of railway consolidation the rule shall not be that of the old Sherman Anti-Trust Law, but that of the new Transportation Act. Consolidations are to be favored insofar as they are carried out with the approval of the Interstate Commerce Commission, granted according to the terms of the Transportation Act."

"The history of the Southern Pacific-Central Pacific case is long and somewhat complex, but the main facts are clear," observes the New York *Times*. These facts, according to *The Times*, are as follows:


SEATTLE
Hillsboro
Tillamook
McMinnville
PORTLAND
Woodburn
Dallas
Salem
NewPort
Lebanon
Prineville
Wendling
Springfield
Bend
Natron
Eugene
North Bend
Oak Ridge
OREGON
IDAHO
Roseburg
Kirk
Powers
Grants Pass
Medford
Klamath Falls
Oregon State Line
Monument
Weed
Dunsmuir
Metropolis
OGDEN
Winnemucca
Tacoma
Umbria Jc.
Redding
Susanville
Carlin
Red Bluff
Battle Mt.
Tehama
Sterling City
Fernley
Oroville
Fallon
Willows
Reno
Churchill
UTAH
SACRAMENTO
Colfax
NEVADA
CALIFORNIA
OAKLAND
Port Costa
SAN FRANCISCO
Stockton
Lathrop
Tracy
Merced
Redwood
San Jose
Fresno
Oweny
Keeler
Santa Cruz
ARIZONA
Goshen
Bakersfield
Searles
PACIFIC OCEAN
Mojave
Saugus
LOS ANGELES
Pomona
Ontario
San Bernardino
Santa Barbara
Riverside
Banning
LEGEND:
Southern Pacific Shown thus ——
Central Pacific Shown thus +++++
San Pedro
Long Beach
Santa Ana
Imperial Jc.
Newport Beach
Potholes
Oila
Yuma
San Diego
Calexico
To El Paso

Courtesy of "The Railway Age" (New York)

INTERLOCKING LINES WHICH WILL STAY MERGED

The Pacific Coast lines of the Southern Pacific System (indicated by the heavy black lines) and the connecting Central Pacific. If the Southern Pacific had been compelled to give up the Central Pacific, many of its lines would have been cut off from the main system.

"Suit was first brought in 1914 on the charge that the then existing lease between the Southern Pacific and the Central Pacific was in violation of the Sherman Law. Final decision on the question was not had from the Supreme Court until eight years later, when it was held that the lease and the plan of stock ownership were in violation of the Sherman Law. In the meantime Congress had passed the Transportation Act, authorizing railroad consolidation under certain conditions. On the strength of that statute the Interstate Commerce Commission had approved the virtual merger of the two roads. The Government fought the case in the District Court of St. Paul, contending that there was nothing for the Judges to do but to carry out the mandate of the Supreme Court holding the merger illegal. But that was under the law as it stood when the suit began. The District Court held that the later act of Congress had changed the whole character of the proceedings. Under the law now prevailing, consolidations are permissible in accordance with stipulations laid down by the Interstate Commerce Commission. To this view the Department of Justice now formally adheres.

"In some quarters this is spoken of as a radical departure from former practise, and a new instance of 'Judge-made law.' It is nothing of the kind. Congress passed one law at one time, and another at another. The latest one in set terms repealed certain clauses of the earlier, so far as they affected railways. The Judges have simply decided that Congress knew what it was about, and have applied the legislation last enacted. This does not mean that there may be an indiscriminate and unwise consolidation of railroads. All that is as yet judicially established is that there is legal authority to consolidate. But the actual work must be done under the conditions and safeguards laid down by the Interstate Commerce Commission."

"If experience proves the value of consolidation to the railroads and to the public, it will be perpetuated," believes the St. Paul *Pioneer-Press;* "if the contrary is shown, it will be abolished." The consolidation bogey, in fact, seems to have lost its terrors, for we do not find a single argument in the daily press against the Southern Pacific-Central Pacific merger. The explanation of this change in sentiment is thus vouchsafed by the St. Paul paper:

"Conditions have changed since the period when the courts forbade the consolidation of the three northern systems as contemplated by the Northern Securities Corporation. In those days both rates and service were largely regulated by competition. All of that is changed now. Railroad charges are now regulated by Government and State authority."

As the Philadelphia *Bulletin* points out:

"Consolidation, or at least joint use of all the available trackage and equipment in any territory, is likely to produce greater efficiency than competition. Moreover, the people are not afraid of monopoly in public service, so long as they can regulate that monopoly against abusive practises."

The San Francisco *Bulletin*, Portland *Oregonian*, and San Francisco *Chronicle*, published in the area affected by the "S. P.-C. P." consolidation, together with the Dallas *News*, the newspapers already quoted and *Financial America* (New York)—all favor consolidation, in this instance, since to separate the roads would, according to the Commission's findings, "disturb traffic conditions, increase rates, create a car shortage on one of the roads, and disturb some $240,000,000 of bonds and securities issued or guaranteed by the Southern Pacific and pledged as collateral security." But in an editorial headed, "There Should Be No More Big Railroad Consolidations," *The Manufacturers' Record*, of Baltimore, says of a merger said to be contemplated in its "territory":

"The Pennsylvania Railroad is just as big as it should be for the good of the country. The effort to force railroad consolidation and bring about a few great systems is, in our opinion, extremely unwise. Suppose, for instance, that such a thing should ever come to pass that the Pennsylvania Railroad would control the (Atlantic) Coast Line, the Louisville & Nashville, and the Florida East Coast Railroad. Its influence under such conditions over this entire territory would be almost limitless, and the management of the Pennsylvania Railroad of recent years has not been of such a character as to strengthen public sentiment in its favor. Controlling as vast a system as it would then dominate, if such a plan should ever be carried out, the little group of officials would have a power entirely too great for any group of men to have over transportation."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

Eamon de Valera is not finding it exactly a Free State.—*Boston Transcript.*

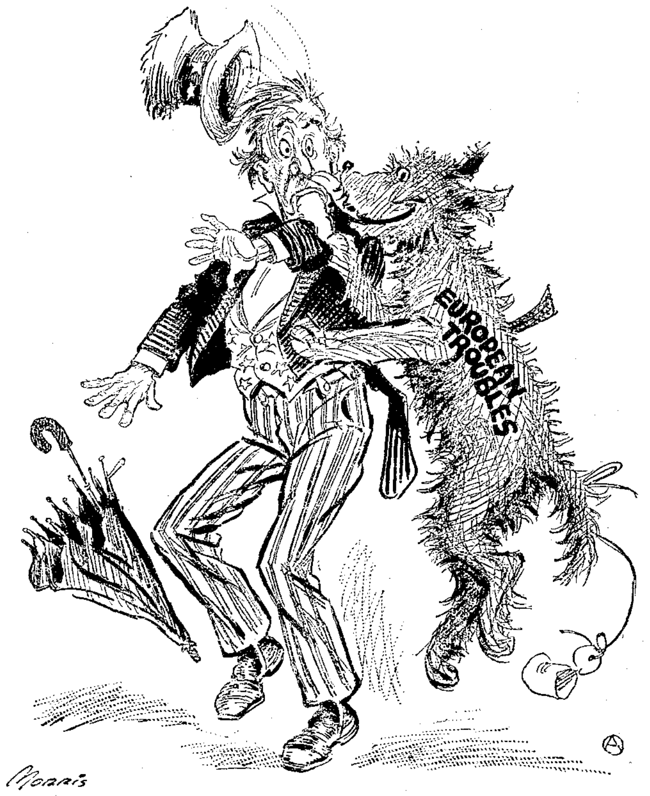
Ford says that he would run in a crisis. That's what made it popular.—*Little Rock Arkansas Gazette.*

At last the Mexican Government has ceased revolving long enough to be recognized.—*Rochester Herald.*

Divorce statistics indicate the difficulty of publishing a Who's Whose in America.—*Richmond Times-Dispatch.*

It is our hope that the mark will fall so low that the Germans may be induced to toe it.—*New York Morning Telegraph.*

No Englishwoman, however loyal, would care to have "to the Queen's taste," applied to her new hat.—*Life (New York.)*



THE DOG THAT WOULD ADOPT A MASTER

—Morris for the George Matthew Adams Service.

Boston will import coal from Wales. Pennsylvania should retaliate by importing its beans from abroad.—*Philadelphia Record.*

Among the Sunday popular amusements we heartily are in favor of seeing suppressed are the Sunday automobile accidents. — *Cincinnati Enquirer.*

Friendly relations between France and the United States are threatened. American tourists are charged with being careful spenders. — *Birmingham Age-Herald.*

With all his experience as president of the Reichsbank, Herr Rudolf Havenstein probably would be able successfully to operate a waste-paper company.—*Buffalo Express.*

The Allied nations will have to seize another piece of German territory to store the records in if this verbal tilt continues much longer.—*Manchester Herald.*

To political definitions it may be added that Progressive means that branch of the party which does not control the national committee, but hopes to do so with the aid of several new planks.—*New York Evening Post.*

Germany is still at odds with the world. Everybody else is anxious to solve her financial problems.—*Wheeling Intelligencer.*

The price of gasoline dropt soon after Coolidge took office. Now if he can only do something about golf balls.—*Associated Editors.*

Here is a chance for the World Court to justify itself. It has fined Germany $7,812. Now, let's see it collect.—*New York Morning Telegraph.*

The first official action of the authorities of the Ku Klux University should be the establishment of a department of hazing. —*New York Evening Post.*

Editorials in fifty newspapers and the speeches of 10,000 politicians indicate that there are 10,050 ways to salvation for the farmer.—*Buffalo Express.*

German marks were quoted recently at twenty-eight cents per million. It pushes a German millionaire to feel like thirty cents.—*Little Rock Arkansas Gazette.*

A man in Idaho was arrested recently for selling liquor to Indians. The fellow ought to know that selling liquor to Indians is illegal in this country.—*New York Tribune.*

There would be peace in Europe were it not for the broken pieces.—*Pacific Coast Service.*

This "Dollar Wheat" that they're all talking about must be buck-wheat.—*Life (New York).*

It is to be hoped that cheaper gasoline will not mean more numerous funerals.—*Rochester Herald.*

Blessed are the peace-makers. They never have to worry about unemployment.—*Kenosha (Wis.) News.*

If women are to have equal rights, we see no reason why they shouldn't bare arms.—*Little Rock Arkansas Gazette.*

Our explanation of the Ford boom is that the people know the politicians think he isn't safe.—*Walla Walla Bulletin.*

One may figure in almost any variety of fatality on Sunday, unless one practises the old-fashioned art of staying comfortably at home.—*Minneapolis Journal.*

That shrewd expression on Cal Coolidge's face comes from early training in Vermont, where it takes considerable skill and judgment to keep from falling off the farm.—*Detroit News.*

According to Poincaré, Great Britain achieves inter-allied unity whenever she O. K.'s a French note, and disrupts it every time she asks France to O. K. a British note.—*St. Louis Star.*

California politicians are claiming that they are responsible for Mr. Coolidge's political success. Next thing they will be claiming that it is in honor of their State that he is called Cal.—*Nashville Southern Lumberman.*

The row about dollar wheat will be a mild affair compared to the upheaval that is coming when those negroes from Georgia and South Carolina, who have recently been invading Northern industrial centers, find themselves face to face with two-dollar watermelons.—*New York Evening Post.*

The only people who seem determined to destroy good customers are the French and the bootleggers.—*Parkersburg Sentinel.*

If ever Germany gets into shape to pay, the hateful thing doubtless will place all the property in the wife's name.—*Indianapolis Star.*

Germany has issued a 500,000-mark note, which will be a big help to the newsboys who have had trouble making change.—*Life (New York).*

A lot of our first families will wish they had thought about copyrighting their names a few generations ago.—*New York Morning Telegraph.*

Medical man says it is entirely possible for one to live to be a hundred and fifty. Ah, yes; but the fly in that ointment is that one has to grow old to do it.—*Philadelphia Inquirer.*

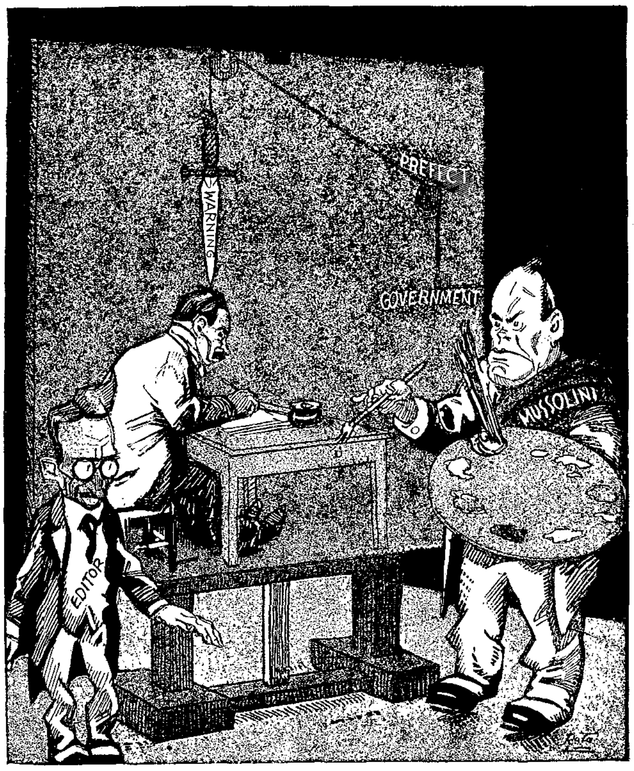
Large numbers of counterfeit American dollars are said to be in circulation in Russia. How many rubles now go to the counterfeit American dollar is not stated.—*Punch (London).*

Perhaps the best definition of a "profiteer" is a business man who made $3,000.000 during the war and lost $10,000,000 during the post-war liquidation period.—*Boston Shoe and Leather Reporter.*

FOREIGN - COMMENT

ITALY'S "NEW LIBERTY" OF THE PRESS

By disinterring a law from the forgotten past of 1848, Premier Mussolini and his Cabinet are enabled to institute a "new liberty" of the press in Italy, which sarcastic Italian editors aver, conforms to the Mussolini policy of "absolute freedom in shackles." They recall the Premier's definition of liberty before the Chamber of Deputies, during his famous speech last July, through which he gained a stanch majority for his electoral reform project. Mr. Mussolini is remembered to have said: "They talk of liberty. But what is liberty? Does liberty exist? Substantially it is a philosophic-moral category. There are liberties, liberty never existed." Various Italian writers indicate that by these words Mussolini gave the Deputies to understand that the rules and regulations for the press will be enforced whenever and wherever an attempt may be made against the "fundamental moral unity of Italy, which already exists." In his view, the many partitions dividing regions and provinces have collapsed; and now it is only a question of finishing the work undertaken. In the official report of the Cabinet meeting which resulted in the new order for the press, we read:



AN ITALIAN JIBE

Close-up of an opposition editorial office in Italy.

—*Asino* (Rome).

"The lack of a scheme of rules and regulations for the execution of the Edict on the Press of the 26th of March, 1848, and particularly of any provision affecting the person materially responsible before the law for any violation of it by his publication, has resulted in glaring abuses of that liberty which was wisely conceded to the press. The fundamental conception of the law is tampered with. Such an unbecoming condition is the more serious in that it diminishes the sense of responsibility, and puts both the State and nation in jeopardy by imperiling the reputation and the prestige of the political and religious institutions to which most of the Italian people are loyal. Also it makes difficult the task of maintaining discipline and law and order as required by the Government."

The first article of the new press law, we learn from Italian journals, establishes that the *Gerente Responsabile*, or "responsible conductor" of a newspaper or other publication "must be either the editor or one of the principle associate editors." One Italian editor points out that before the promulgation of this new law, the *Gerente Responsabile* was simply a puppet, and so notoriously such as to become the protagonist of a famous farce by Bettoli. The new ruling forbids either a Senator or Deputy to become the *Gerente* of a publication, and it is pointed out by various Italian writers that cases justifying action by the prefects of the provinces in sending a *Gerente* "a notice of distrust, which is equivalent to suppression of his publication" are the following.

"1. When a newspaper or any other publication by false and misleading news obstructs the diplomatic activity of the Government in its foreign relations, or is detrimental to the national prestige both at home and abroad, and stirs distrust among the people and disturbs public order.

"2. When a newspaper or any other periodical publication by editorials, comments, notes, headlines, illustrations or cartoons incites to commit crimes, to hatred against any one, to disobey the laws or the orders of the authority, to disturb discipline of the people charged with a public service; or favors the interests of foreign States, institutions and private people to the detriment of the Italian interests; or speaks with contempt of the Fatherland, the King, the Royal Family, the Pope, the State Religion, the State institutions and powers and the friendly nations."

When a committee of the Italian Press Association called on Premier Mussolini and pleaded against the enforcement of the new press law, we are told that Mussolini replied to them that they had no reason to worry about it, provided all newspaper men did their duty by conforming to the law. A defender of the measure, Senator Emilio Faelli, writes in the Rome review, *Echi e Commenti* as follows:

"The Government has right and reason on its side, insisting that the *Gerente* shall be a conductor truly responsible for his publication and not a puppet; and also in insisting that he may not avail himself of parliamentary privileges to escape the penalties of the law."

Amid the chorus of protests against the new regulations, the Rome *Mondo* exclaims that while the Mussolini Government "by the electoral reform measure tries to restrict and destroy some of the fundamental rights of Parliament, the new rules and regulations of the Cabinet strike at another stronghold of liberty, the press." Only a few days earlier, in speaking in the Senate, we are told that Premier Mussolini was pleased to see in the press "a political power competent even to substitute for some functions of Parliament."

This daily thinks that the new press regulations expose the press to the "whims and vengeances of the Government"; and a number of Italian journals stress the point that the new rules give "almost absolute authority" to the prefects of the provinces over the responsible conductor of any publication, so that in certain circumstances, dependent upon the judgment of the prefect, official recognition can be denied to a publication, and this is described as being equivalent to its discontinuance. The Rome *Popolo*, an organ of the Popular party, observes:

"We maintain the melancholy, yet honest moral idea that the prohibition of 'saying,' as well as the prohibition of 'doing,' should be inspired by a clear understanding of the interests of all

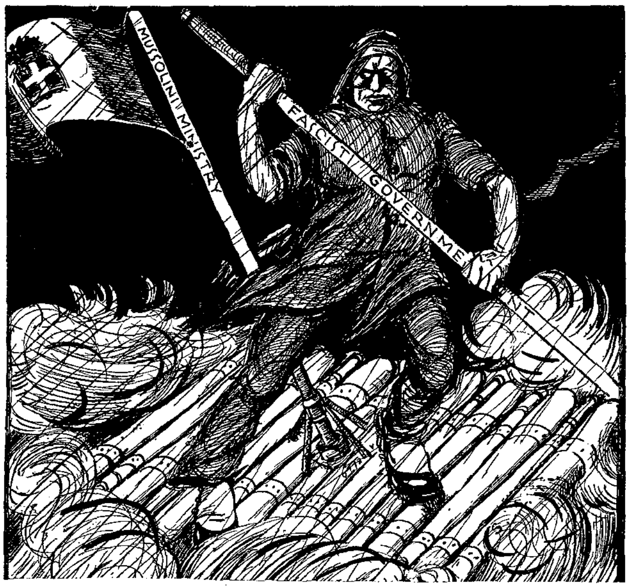
> the country, not by the exclusive interest of the prevailing political group, and much less of those in whose hands power lies. From this point of view we can not consider the present press legislation as inspired by liberal principles."

The Turin *Stampa* approves some provisions of the new regulations, tho in general it finds them to be "a new juridical institute that nobody in Italy or abroad has ever heard of, we fancy, and which lacks not only the assent of public opinion but also any preliminary orientation of such opinion." Something must be done to prevent such press abuses through which Italy is traduced to the outside world and spoken of as being on the verge of bankruptcy, says the Rome *Giornale d'Italia*, because our newspapers must do their share in the work of national reconstruction. Yet it points out that:

> "Laws prove good or bad, not so much for the greater or less opportunity they afford as for the sense of justice in those who wish to have them applied. Now, in the new provisions the responsibility for the application of the laws is laid on the prefects. The magistrates are placed in the second rank and have simply a consultant mission."

The Milan *Corriere della Sera*, which has experienced suppression for a brief time, is rather ironical when it remarks:

> "Beginning from to-day the question arises whether any exposition or comment may be followed by the discontinuance of a newspaper: also whether it will be possible for us in the future to express our thought and comply with our duty as interpreters of public opinion without risking the very existence of this organ, which aims to do nothing but serve the Italian nation and bring honor to the Italian press. . . .
>
> "Are we, perhaps, oversensitive? In any case, we prefer to withhold our opinion and comment until the time comes when freedom is again the order of the day. We shall confine our efforts to giving the news and leave every one to his own responsibility rather than incur the risk of having to defend ourselves against the unknown possibilities of an unconstitutional control. It is our intention to follow this policy until we are convinced that we can depend on at least that minimum of liberty which we deem indispensable in our work."



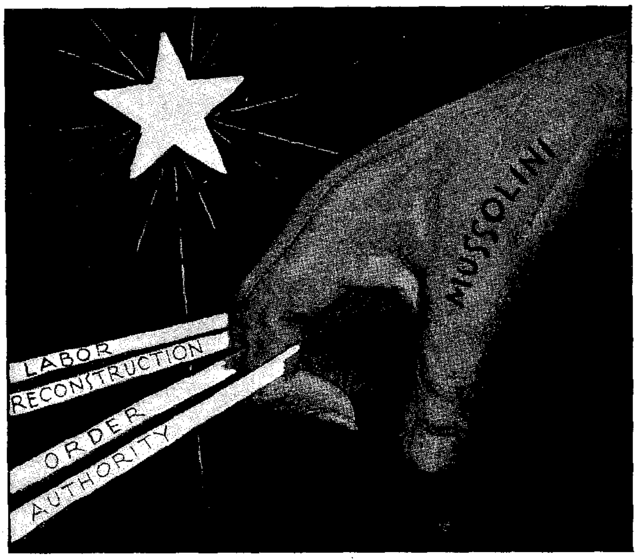
ITALY'S NEW SHIP OF STATE

"This raft will weather any storm, not only because of the sound timber of which it is made, but also because of the excellent seamanship with which it is handled."

—*Il 420* (Florence).

A very bitter attack appears in the Socialist review, *Critica Sociale*, which reads in part as follows:

> "Under Mussolini, journalism becomes a weapon which can be used only by him, just as it was during the phase of the Second Empire of France when Napoleon III after the *coup d'état* of December 2, 1852, promulgated the famous decree which was the basis of the legislation that governed the press under the Empire. . . .
>
> "The abolition of the liberty of the press has always followed despotism. It is the daughter of an illusion. Through it corrupters and corrupted always have hoped to stop the fatal tide of their inexorable destiny. It is historically incontrovertible that restriction of the liberty of the press is soon followed by catastrophe in a despotism which is overwhelmed by the rising of humanity. . . .



ITALY'S NEED

"Italy has need of a single hand to guide her to her destiny."

—*Il 420* (Florence).

> "The nineteenth century seemed to have decided the political problem of the liberty of the press when it gave active support to the second article of the Declaration of Human Rights. But Mussolini is not of this opinion. Are we going back? Have the teachings and postulates of our revolutions, on which prosperity came to the new world, no value for the old world any longer? Mussolini wants to march backwards. He prefers police power to the power of ideas. . . .
>
> "I think, therefore, I am. I am prevented from expressing my thoughts, therefore I am a slave. It was true two centuries ago, and it is true to-day again after the march on Rome."

Meanwhile, as an indication of Mussolini's power, we learn from a Rome dispatch to the New York *Times* of a new turn in the progress of Italian labor as a political factor, when the Maximalists, Communists, and other extreme elements of the Socialist movement were overmastered in a vote on policy at the meeting of the Italian Federation of Labor in Milan. We read:

> "This means, in the first place, that the Federation of Labor breaks away completely from the Socialist party, whose plaything it hitherto has been, and secondly that its President, Deputy Daragona, is left free to give his support to Premier Mussolini's Government, if he sees fit. It should be noted, however, that the present meeting was merely 'advisory' in its scope and that the resolutions will have to be submitted to a plenary meeting of the Federation.
>
> "The defeat of the Maximalists and Communists, who still pinned their faith to the old Marxist theories of class warfare, may be considered to mark the greatest triumph of Premier Mussolini's labor policy. Two years ago the Italian Federation of Labor counted more than 2,000,000 followers, who downed tools, struck and paralyzed the nation whenever the Socialist party ordered them through the Executive Committee of the Federation, all of whose members were extreme Socialists and subservient to the wishes of their party. At the present meeting in Milan, the delegates who met there represented only something under a quarter of a million Italian workers, and the majority of these have recognized by voting for the 'collaborationist' resolution, that it is better to work with the Premier than against him."

THE BUGABOO OF RADICALISM

FEAR OF RADICALISM and panic about the spread of "red propaganda" are symptoms of American nervousness which threaten contagion to Canada, according to some Canadian newspapers that would prefer to have their readers emulate the traditional phlegmatic mind of their British forbears. It is recalled that after Philip Snowden introduced a measure in Parliament to make Britain over into a Socialist Commonwealth, he was not seized by the police and immured, but on the contrary was invited to sit at the table with the King and Queen. Lest any Canadian member of Parliament might perhaps think of emulating the Snowden example, it is humorously suggested that in Canada the next meal he took might be in prison rather than in a palace. One of the most admirable characteristics of the British, we are told, is their temperamental disinclination to be stampeded by false alarms, and that is why various Canadian editors think it would be better for Canada to be a little more British in this particular. To *The Ottawa Evening Citizen* it seems noteworthy that many who are most active in manifesting exaggerated alarm "at the spread of radicalism" are men of public position or leaders of country-wide organizations, and it goes on to say:

"For instance, the American Bar Association recently printed a document in which it was set forth that there were a million and a half or so extreme radicals in the United States.

"As evidence, the lawyers summoned the well-known but unnamed 'good authority.' An internationally noted newspaper in the United States took up the challenge of the Bar Association and showed that, by applying a little common sense to the statements made, the legal fraternity was trying to show that one adult male of every four in the Republic was a dangerous character, bent on overthrowing the Constitution by force; and that the evidence on which this interesting news was based would be absolutely worthless in a court of law. Not long ago an eminent American and head of an international fraternal organization brought terror to the heart of the timid by declaring that 'radicalism' was more wide-spread in Canada than in the United States. So, on the basis of the American Bar Association's computation, about one, say, in every three men you meet in this fair Dominion of ours has a bomb concealed about his person and is in direct communication with Moscow."

The Ottawa Evening Citizen calls attention then to the statement of a contributor to a New York periodical to the effect that England is a hundred years ahead of America on the road which he had always assumed to be the most direct line to revolution. Yet he finds England "efficient and imperturbable" and—

"He hears a member of Parliament introduce a measure to make Britain over as a Socialist commonwealth—and the next day he reads that the member has been invited to break bread with the King and Queen! He is a guest at dinners where 'mine-owners sit down familiarly with agitators bent on the nationalization of mines,' and his fellow guests argue State Socialism calmly, point by point, as a thing really to be reasoned about. He sees a score of other signs which on this continent would be considered heralds of the downfall of a nation and which would make every Ku Kluxer turn purple with indignation.

"To not a few observers, the curious thing about it all is that Britain is actually admired for it, and particularly by the fearful ones. Remembering the outbursts which arose on the occasions that Mr. Woodsworth and one or two others suggested some comparatively mild 'radical' reforms during the recent session, it is rather difficult to imagine what horror and alarm would be manifested if Philip Snowden by some odd chance found his way into the Canadian Parliament and introduced his recent Socialist motion. He would not be invited to break bread next day. And if he wandered into the Senate, he would probably be jailed, tried for treason, and invited to break stones.

"This equable poise of the Briton is one of the things that have made his nation great. He believes in the stability of his institutions, and in their soundness, and it will take more than a flurry of Bolshevik propaganda to make him think that there is cause for alarm or that the things he stands for, deep-rooted for a thousand years, are in danger of overthrow. And this attitude is worthy of genuine admiration and sane emulation."

JAPANESE IRE AT CHINA'S BOYCOTT

THE PRESENT BOYCOTT in China of Japanese merchandise and all things Japanese is much more serious and pernicious than any previous one, according to some Japanese newspapers, which think the Japanese people and Government fail to realize this ominous fact. Journals of this opinion charge that Japan's treaty rights with China are "deliberately disregarded," and that the status of things is equivalent to "a virtual declaration of a rupture of diplomatic relations with Japan." This is the view of the Tokyo *Hochi*, which contends that the only difference from a formal break of relations is that there is no declaration "in the name of the Ruler of China." This daily points out that in urging the Japanese Government to adopt a strong policy in China it "does not necessarily mean that it must start military action against that country," but it does desire the Japanese Government to "make Japan's determination clearer to the Chinese Government and people." We read then:

"The present anti-Japanese movement is carried on for the nominal reason of seeking the abrogation of the Twenty-One demands, but there is no room for doubt that it was planned and instigated by the Chihli party which attempted to usurp power, by evicting President Li out of Peking, and not by British and American residents in China, as was alleged. The execution of the anti-Japanese movement on a large scale as at present involves heavy expenses, and it is absolutely beyond the power of students or labor organizations to maintain it long. It is clear that General Wu Pei-Fu is at the back of the anti-Japanese movement along the Yang-tse, and that General Tsao Kun is in the background of a similar agitation in Tientsin and the neighboring district. Such being the case, it is quite futile to expect the Peking Government, which is at the beck and call of the Chihli party, and the Tuchuns of Hunan and Hupeh provinces, who are loyal to the same party, properly to control the situation in compliance with Japan's demand.

"The Chihli party has deliberately planned the present anti-Japanese movement in its desire to secure power, and it makes no scruples about trampling Japan's treaty rights underfoot. If this unscrupulous party be allowed to attain its end, then all hopes of eradicating the causes of anti-Japanism will be gone, for it will encourage all ambitious parties in China to take a leaf out of the book of the Chihli party to start movements against Japan as the shortest way to seize power."

The effect of the "wildfire spread" of the anti-Japanese boycott movement is reflected vividly in Japan's trade with China, according to the Tokyo *Yorodzu*, which informs us that:

"Japan's trade with China for June shows an excess of imports over exports to the amount of 4,620,000 yen, which offers a sharp contrast with the trade for the corresponding period of last year, when an excess of exports amounting to 17,570,000 yen was recorded. Figures are more eloquent than anything else, and we must expect that so long as the present boycott of Japanese goods continues, so long will Japan's trade with China seriously suffer. It is indisputable that the present boycott is not due to economic reasons, but to political reasons, and therefore the political causes must be removed if the present anti-Japanese movement is to be eradicated.

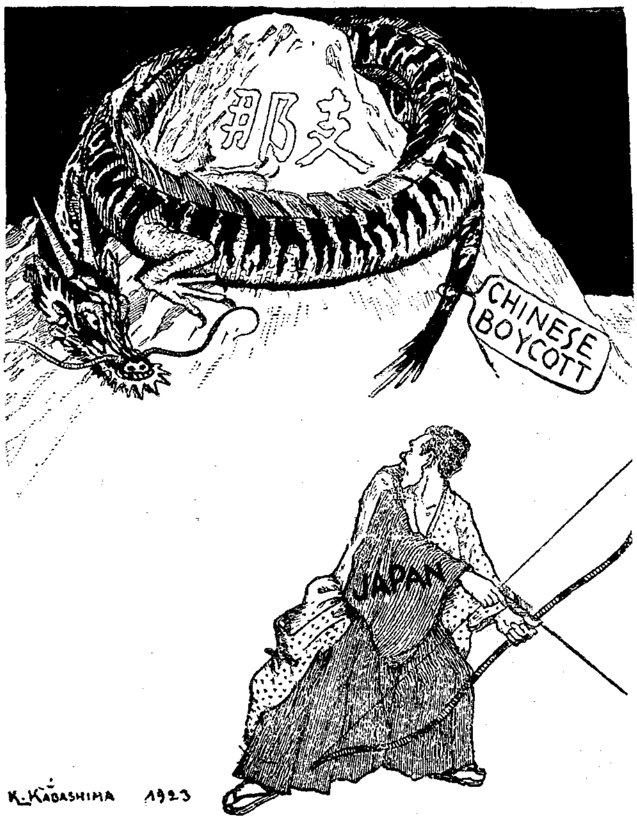
"The Chinese people are hostile to Japan, not because they are afraid of Japan, but because they hold Japan in contempt. In order to root out the anti-Japanese boycott, therefore, it is imperative that their contempt for Japan should be taken out of the Chinese mind.

"Why have the Chinese people come to hold Japan in contempt? Why is Japan now looked down upon by China as a weak country? The chief causes may be found in Japan's return of Shantung to China and the 'concession' policy the Japanese Foreign Office has pursued in order to win the hearts of the Chinese. The humiliating diplomacy Japan followed at the Washington Conference and the pacifism so loudly enunciated in this country under the influence of American propaganda furnished the basic causes of China's contempt for Japan."

This Tokyo daily also maintains that besides refusing to buy Japanese goods, the Chinese also refuse to sell to the Japanese and in some places all intercourse with Japanese residents is cut off while "any Chinese found in Japanese employ are subjected by their fellow Chinese to all sorts of persecutions." What impresses the Tokyo *Nichi Nichi* is that when anti-Japanese boycotts are started in China they spread outside of China, where the Chinese have dealings with the Japanese, and it proceeds:

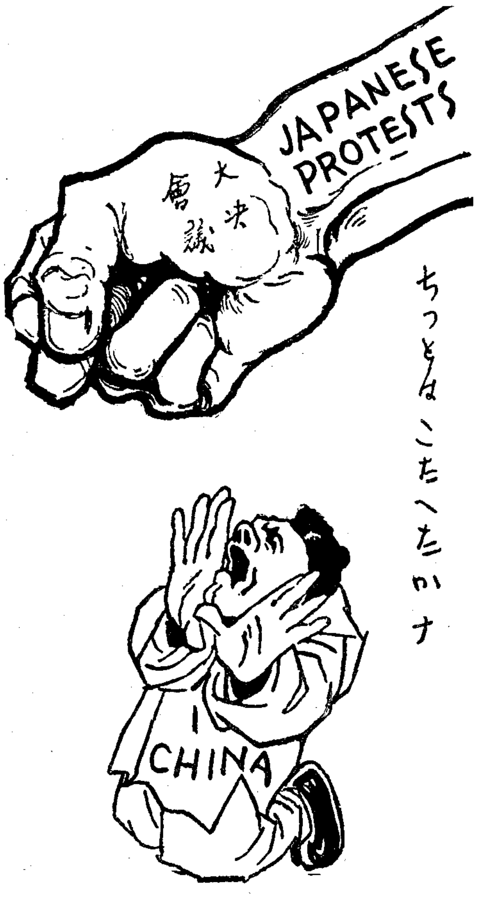
> "Such a movement among the Chinese in the Dutch East Indies strikes a hard blow at Japanese interests, in view of the large bulk of Japan's trade with that country and also of the fact that the major part of Japanese goods exported to that country are distributed among the native consumers by way of the Chinese. The present anti-Japanese movement in China spread to Java in the middle of June, the Chinese residents in Sourabaya and Samarang being the first to bestir themselves. About July 5 Borneo was also affected, and the Chinese Chambers of Commerce at several commercial centers there passed resolutions favoring the boycott of Japanese goods. In all probability, Celebes and Sumatra will not be secure from the anti-Japanese movement by Chinese residents.
>
> "Nothing can be more absurd and more unpleasant than the boycott movement of Japanese goods started by Chinese in the Dutch East Indies. We call it absurd, because it is the Chinese merchants themselves who suffer most from such a movement. The Japanese goods exported to that country are mainly consumed by tens of millions of the natives, and the Chinese there simply act as commission merchants. There are, besides the Chinese merchants, many Indians and Arabs who are doing the same thing, and therefore the boycott of Japanese goods by these Chinese will have the effect of driving their business into the hands of their rivals, Indians and Arabs. Such being the case, level-minded Chinese merchants are averse to the idea of anti-Japanese boycotts."

The *Nichi Nichi* advises us further that the Union of Japanese Traders with the South Seas has memorialized the Foreign Minister of the Netherlands and the Minister of Agriculture and Commerce, complaining of the imperfect control exercised by the Dutch authorities over the anti-Japanese movement. Nevertheless, altho conceding the propriety of this memorial, this journal recalls that:



JAPAN'S DRAGON-SLAYER

"We do not think our dragon-slayers of to-day can slay as well as the ancient conqueror of dragons. Tawaratoda."
—*The Asahigraph* (Tokyo).


JAPANESE PROTESTS
大會決議
ちつとはこたへたかナ
CHINA

A JAPANESE PROTEST AGAINST PROTESTS

"Do the numerous resolutions of Japanese commercial bodies against the anti-Japanese boycott in China have any effect?"
—*The Miyako* (Tokyo).

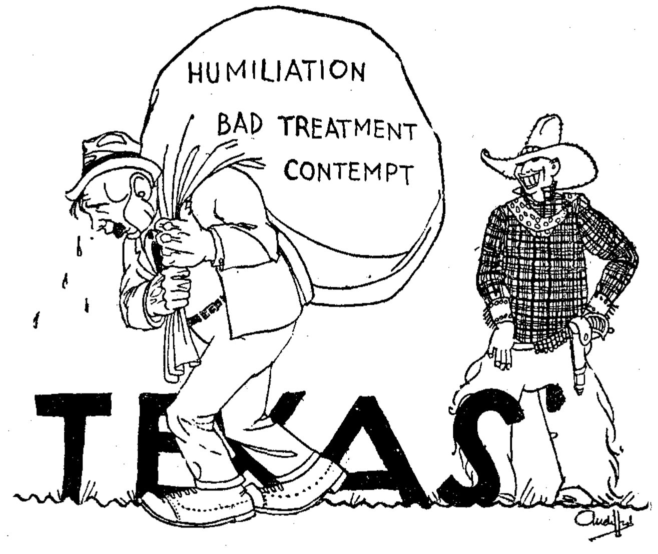
> "When similar movements were started by the Chinese in the Dutch East Indies in 1919 and 1920, the Attorney-General in that country did all he could to suppress them. This fact is still fresh in the Japanese memory. In connection with the present movement also we notice that the authorities there are taking some steps for its control. For instance, when a Chinese paper in Sourabaya published an inflammatory article against Japan, they issued a warning to the journal, and put under arrest several who instigated the anti-Japanese movement. We feel sure that when the present movement assumes serious proportions the authorities there will not hesitate to take the same strong measures as they adopted in 1919 and 1920. Such being the case, it is well for the Japanese to refrain from all unfounded complaints against the Dutch authorities."

Says the Tokyo *Jiji:*

> "If she has any claim to the name of a civilized country at all, China is bound in honor to do something effective to put an end to the present anti-Japanese situation. The Chihli party reigns supreme in Peking at present, and its responsibility is great. For a party of its influence and responsibility to instigate the reckless anti-alien movement is most deplorable, for it will destroy the last vestige of China's credit among the Powers. However sincere the Powers may be in their desire to respect the spirit of the Washington decisions, they will find it absolutely impossible, in such circumstances, to shape their policy toward China in strict accordance with them. A radical change of their policy would be a natural consequence, and the whole responsibility for this would lie with the Chihli party. We therefore most strongly warn the Chihli party quickly to awaken to its grave responsibility and reconsider its present improper attitude in the best interests of China. If it persists in adhering to its mistaken course, in spite of our warning, the Japanese feeling toward it will be completely changed, with the natural result that Japan's policy will become unfavorable to China. The attitude of the Japanese people toward the Chihli party depends upon whether it can listen to our warning and speedily control the anti-Japanese movement in the provinces under its sway."

CLASPING HANDS WITH MEXICO

THE DAYS OF SQUABBLING between the United States and Mexico are over as a result, we are told, of the three months of conference between the Mexican commissioners and the American commissioners, who were appointed by the late President Harding and by President Obregon of Mexico. Explanations of the success of the conference are epitomized by *El Universal* of Mexico City, which tells us it is due "not only to the ability shown by the commissioners, but to the strength of public opinion which on either side of the border was eager to end a long period of misunderstanding and to renew a friendship profitable for both countries." Press dispatches from the Mexican capital indicate that as each commission has kept in close touch with its Government, it is known that the tentative agreement has the approval of the highest officials at Washington and at Mexico City and, therefore, it is predicted that President Coolidge will soon appoint an ambassador to Mexico, and President Obregon will appoint a Mexican ambassador at Washington. We are further advised that of the puzzling problems confronting the commissioners one of the most intricate has been to find a means of settling the dispute between the two countries concerning the petroleum and agrarian legislation in Mexico. The tentative agreement, as the press note, provides for the creation of two commissions on claims, the first of which is to examine all the claims made by citizens of the United States against the Mexican Government for damages arising out of the revolution.



A MEXICAN COMPLAINT

"The burden of the Mexican in some Southern States."

—*El Mundo* (Mexico City).

The second commission, we are told, is of reciprocal character and has more general jurisdiction, and its purpose is to decide, in accordance with the rules of international law, unsettled claims of citizens of either Mexico or the United States for acts having taken place since the signing of the convention of July 4, 1868. Of course, acts falling within the jurisdiction of the first commission are excluded. Mexican editors point out further that subsoil rights of lands acquired before the constitution of 1917 will be upheld and owners of estates confiscated under the provisions of the agrarian laws will be duly compensated. The mixed claims commission will be presided over by the International Court of Justice of the Hague.

In a statement to the Mexican press, President Obregon attributes the happy outcome of the conference to the mutual good-will of the commissioners and of the two nations represented, and he pays high tribute to—

"the generous broadmindedness, free from any unwise prejudices, of the eminent American Commissioners to understand the fundamental problem that Mexico is now facing, namely: the economic and moral betterment of the people in harmony with the development of foreign interests invested in the country, a problem which can only be solved within the present national possibilities through a complete realization of the political and social program of the present Government."

The success of the conference is hailed with enthusiasm by most Mexican journals, which are at one in their praise of the tact shown by the commissioners and the patience and equanimity displayed by them in hard places. The death of President Harding did not shake the confidence of these newspapers in their belief that recognition is near and that President Coolidge would follow in the footsteps of his predecessor. Thus we read in *El Democrata* of Mexico City:

"President Coolidge's former opinion of Mexico undoubtedly came from lack of information about true conditions in our country. We feel confident that the reports of Messrs. Warren and Payne completely dispelled the malevolent rumors that Mexico is a Russian hell. If our Government and our laws are not perfect, it is because we are in a period of evolution."

El Universal of Mexico City says:

"President Harding's tactful handling of the Mexican situation and the favorable current leading the two countries to a better understanding will not be endangered by President Coolidge. We feel confident of his adoption of the statesmanlike respect and sympathy shown toward our country by Mr. Harding, in whom we have lost a sincere friend."

One of the great problems that remain to be solved, according to *El Mundo*, is the racial prejudice existing against the Mexicans in some southern States of the United States. All the injustices inflicted on the negroes by the whites in the United States are the portion of Mexicans in that country, according to this daily, but it exonerates the Administration from any culpability. It then says:

"We know that the two Governments are sincerely endeavoring to come to a closer understanding. We know also that the defamatory campaign in which the 'Mexican villain' was always shown in an unfavorable light has almost disappeared and in certain cases, pardon has been granted to Mexican offenders by the highest authorities of the land. No doubt all this has contributed to the marked improvement in our relations, but we realize also that it is not in the high spheres of the Administration that a strong prejudice exists against the Mexicans. It is among the common people, hotel-keepers, school-teachers, the workers, and others. Everywhere Mexicans are considered as colored people and they suffer the constant bickering and injustices inflicted by the whites on their own countrymen, for the liberty of whom half a million Americans lost their lives."

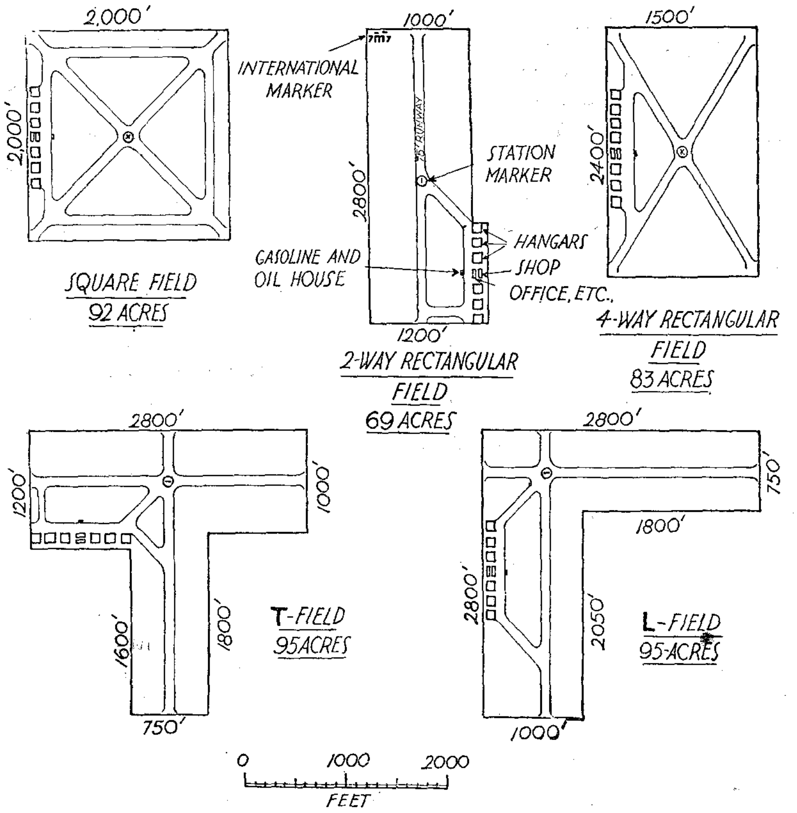
The same daily dwells extensively upon the personality of President Coolidge and his probable attitude toward Pan-American relations. After making a parallel between the situations created by McKinley's death and Harding's, it says:

"Tho Coolidge resembles Roosevelt historically, his likeness to Woodrow Wilson is striking. Physically and temperamentally they are alike. It may not be a wrong guess to venture the prediction that President Coolidge will be the real leader of his party, as Wilson was the unquestioned head of the Democratic party, following only his personal inclinations regardless of party discipline. If this became true, serious conflicts are to be expected, unless President Coolidge develops as strong a personality as Theodore Roosevelt, which is quite improbable, as he lacks the exuberant vitality and the psycho-physiological preparation which made of Roosevelt an exceptional type."

SCIENCE - AND - INVENTION

WANTED—AIR TERMINALS

COMMERCIAL AVIATION can not exist without proper terminal facilities. If cities wait for the establishment of commercial air-lines before providing such facilities, the development of this form of transportation, already far behind in the United States, will be indefinitely delayed; and when it does come, available terminals will be likely to be monopolized by private companies. Writing in *The American City Magazine* (New York), Archibald Black, a consulting engineer of Garden City, Long Island, in an article entitled "Putting the City on the Airline," urges immediate action on the part of municipalities, in so far, at least, as the provision of terminal sites is concerned, even if lack of funds prevents their complete improvement at once. Commercial aviation will come with a rush when it is once begun. It is already successful abroad, and our backwardness is not at all to our credit. Writes Mr. Black:



From "The American City Magazine" (New York)

DIFFERENT POSSIBLE ARRANGEMENTS OF AIR TERMINALS

For land types of airplanes, on plots of different shapes.

"The modest proportions of aerial transportation at the moment should not be allowed to mislead municipal authorities into the error of waiting for further development before making some provision for its reception. It seems safe to predict that no means of transportation which is so unbelievably fast can long remain in the state of limited use of the airplane to-day. Aviation in itself is rather an old story—about nineteen years old, to be more specific—but commercial aviation is another matter. This development is only about four years old, and it is only within the last three years that real commercial airplanes have been developed. Consequently we have only had sufficient experience in this latest branch to find out three things: first, that commercial aviation can be reconciled with safety; second, that it can be made to pay if properly managed; third, that the operating cost falls rapidly with increase in the traffic. We are on the verge of really substantial developments in commercial aviation, and the next few years will undoubtedly see great extension of the few lines which are operating to-day. The time for civic authorities to recognize these facts is *now*.

"Given any development of importance in transportation, it goes without saying that every city is interested in getting its share. It happens, however, that many of our cities have only one really suitable site for an air terminal. If the city itself neglects development of this site, it will undoubtedly be taken up by the first airline to serve that city. The result will be discouragement of any other line. The only insurance against such happening is the provision of a municipal air terminal on this one best site while airline developments are still pending.

"The appointment of a Municipal Air Terminal Commission or similar body should be the first step. This body should be authorized to study each of the possible sites and to report, showing how they could be arranged and what this would cost. Some rough plans of possible arrangements should be prepared and it is also advisable that a landing-field specialist be consulted and his advice obtained before the site is actually purchased.

"In the selection of sites there are several view-points to be considered, and it is very important that these be properly balanced. The main points to be considered might be listed as below:

" 1. Meteorology, local and general.
" 2. Orientation of site.
" 3. Location with reference to other stations.
" 4. Types of aircraft to be provided for.
" 5. Expansion provisions and extent of immediate use.
" 6. Soil and drainage.
" 7. Transportation.
" 8. Communication.
" 9. Cost of property and of construction.
"10. Road and runway construction.
"11. Building arrangement and construction.
"12. Fire protection.
"13. Insurance requirements.
"14. Equipment, including markers."

The site should permit provision for both land and water types of aircraft, Mr. Black tells us. For land types a square plot of 2,000 by 2,000 feet is satisfactory. The matter of size is affected greatly by the types of airplanes, and the uses of the field, and by its altitude. With sites for seaplane bases or airports, only a small plot is necessary, say about 500 feet of waterfront by 500 feet wide, adjacent to a clear water surface of about 3,000 by 4,000 feet, or connected with it by a channel about 250 to 600 feet wide. It is not necessary that this stretch of water be of considerable depth, 4 feet being sufficient to provide draft for any present-day seaplane or flying-boat. He goes on:

"In general, a square plot is the most suitable for the terminal. Runways should be arranged so that airplanes can land on or take off from them directly into the wind the greatest possible part of the time. For ordinary airplanes and for sea-level altitudes, they should be about 2,500 to 3,000 feet long. Unless the soil drains particularly well, some attention should be given to artificial drainage, particularly around the runways.

"It is advisable to surface the most-used portions of the runways with gravel, cinders, or other available material unless the soil drains very well. The ends should be kept clear of obstructions. All ditches should be filled up to the level of the field.

"The hangars, gasoline house, and all other buildings should be well spaced to reduce the fire hazard, and some suitable fire-extinguishing apparatus should be provided for.

"The immediate requirements will usually be very modest. It should be considered, therefore, that the important point is to obtain the site and prepare plans for its eventual development along comprehensive lines. In many cases, one hangar, some means of storing gasoline and oil, a wind indicator, telephone connection and a location marker will be all that are necessary in the way of equipment.

"The station marker is used to facilitate identification of the station from the air and, in the case of landing-fields, to indicate the direction of the runways. The international marker is provided to enable identification of the locality from the air. Markers of either type can be constructed by removing soil, filling with broken stone or other material, to about 4 to 6 inches, rolling and whitewashing.

"The chief point which city officials should bear in mind is the importance of taking steps as soon as possible, even if the funds limit development at the start. It might also be well to express a word of caution against attaching too great importance to the advice of some local ex-pilot who has not given special study to air terminal work and who is probably entirely unfamiliar with recent commercial aircraft developments. It is more advisable either to obtain the services of a specialist or to appoint, as a substitute, a well-rounded committee to do the planning. Any other policy may prove surprizingly expensive at some later date, and the cost may be counted in human lives as well as in dollars."

ARE ANIMALS COLOR-BLIND?

FORMERLY IT WAS ASSUMED by students of natural history that the color sense in most animals was practically identical with that in man. Various theories were based upon this supposed identity, it being held by many naturalists, for example, that the bright colors of many flowers were intended to attract bees and other insects in order to secure cross-fertilization. This theory falls to the ground if it can be shown that the insects in question are not attracted by the gay hues, or are incapable of pursuing them. Again, the handsome plumage of certain birds at the mating season has been supposed to act as a sex attraction. This, too, may turn out to be a doubtful assumption in the light of recent study. More than sixty works dealing with the subject have appeared in the last ten years or so. The matter was recently summed up by an investigator in this line, Mr. K. von Frisch, in an address in Vienna before the Zoological-Botanical Society, published in *Die Naturwissenschaften* (Berlin). He begins by commenting upon a sharp cleavage of opinion concerning this subject between two groups of biologists, one of which he represents, while a leader of the other is Mr. C. von Hess. We read:

"According to the opinion of von Hess, the color sense—that is, the power of discriminating between light waves of different lengths—is a comparatively late acquisition of animals, not only confined to vertebrates but among these to amphibia, reptiles, birds, and mammals. He found in apes a color sense coincident with that in normal man, whereas, dogs, cats, and guinea pigs appear to perceive colors less strongly than human beings do under the same circumstances. He finds a more profound difference among birds. Domestic fowls are as sensitive to red and yellow as we, less so for green, and very much less so for blue and violet. This is shown, for example, by the fact that chickens will pick up grains of rice only in the area of red, yellow, and green, in a dark room crossed by a band of spectrum colors. The same thing holds true for all birds that fly by day. According to Hess the world appears to them as it does to us when wearing yellow-red glasses; a brilliant blue loses in saturation and appears blue-gray. He has also recognized the reddish-yellow 'spectacles' of the bird-eye in the red and yellow oil globules found in the cones of the retina."

Naturally, holding this opinion, Mr. von Hess denies that blue "decorative plumage" in birds can have the significance which has been ascribed to it. Mr. von Frisch, however, believes that fowls are capable of perceiving blue if it be sufficiently intense, as when bright sunlight falls upon a blue feather. Turning to other classes of animals, there is a similar difference of opinion:

"Mr. von Hess draws a sharp line between the mammals, amphibians, birds and reptiles, and the totally color-blind fishes and invertebrate animals. The basis of this view is quite familiar, namely, that the distribution of luminosity in the spectrum to a normal human eye differs from what appears to the color-blind eye. Whereas, to the former, yellow is the brightest color, to the latter this brightest portion is advanced toward the yellow-green or green, and the spectrum itself is abbreviated at the red end. Now fishes, which are sensitive to light and which, therefore, seek the brightest spot of their container, always move to the yellow-green or green portion of the spectrum. If the two halves of the aquarium are illuminated with any two different colors, they always seek that half which is brightest to the totally color-blind human eye. Hence the conclusion that they are likewise totally color-blind; but the conclusion, to my mind, is by no means convincing."

Mr. von Frisch attacks the problem of the color-sense in fishes from another angle. Minnows, he says, exhibit an adaptation in brightness and color to their environment, owing to the black, yellow, and red pigment cells in the skin, which are capable of altering their form. This adaptation operates through a combined action of the eye and the nervous system. In describing his experiments with these, Mr. von Frisch says:

"If I take two of these fish showing the same coloration and place the first on a light gray and the second on a dark gray background, within a few seconds the first will appear paler than the second. If I place one on the yellow and the other on a gray background, the former will shortly appear yellower than the latter; but this adaptation of color begins later than the adaptation in brightness and is not complete indeed until after the lapse of several hours. The fact that the fish turns yellow on a yellow background is an indication, even tho not a very strong one, of the presence of a color sense."

Even more interesting and less controversial are the experiments in which the power of animals to discriminate between colors is tested by training them to seek food placed on paper or in receptacles of one or another color. Thus we find that bees were readily trained within one or two days, and even, sometimes, within a couple of hours or less, to fly to a given color on which a solution of sugar and water had been placed. Our author writes:

"They flew to the yellow spot even when the food was no longer there, and distinguished it with absolute certainty from a series of gray areas exhibiting a delicately modulated variation, thus proving that what they perceived was true color and not a mere difference in the degree of luminosity."

Mr. von Frisch believes that these experiments show that bees distinguish without mistake the colors orange-red, yellow, yellowish-green, blue, violet, and purplish-red, never confusing any of them with any shade of gray. On the other hand, they constantly confuse a certain shade of red with black or dark gray, and, likewise, a certain shade of blue-green with gray of a medium luminosity. Other experiments show that they constantly make mistakes with regard to certain shades which are entirely distinct to the normal human eye. However, they never make a mistake between the so-called "warm colors" and "cold colors." The investigator therefore concludes that the color sense of bees is largely identical with that of human beings who suffer from "red blindness." He classifies bees as "dichromates." Mr. von Frisch also cites experiments by other investigators to prove that flies and butterflies possess a color sense reacting to different pigments in practically the same way as bees. He quotes with especial interest some experiments with flies (*Drosophila*) made by Hamilton, of which a brief account was published in 1922. We read:

"The flies were placed in a dark room inside of a horizontal glass tube. When this tube is illuminated from both sides through its two open ends, with monochromatic light of the same wave-length but of different intensity, the flies hastened toward the brighter end. When the intensity of the light is equalized at the two ends, they distribute themselves evenly within the tube.

When both sides of the tube are illuminated with monochromatic light of two different colors, if the intensity of one of these be varied, a condition is quickly reached wherein the flies distribute themselves evenly in the tube.

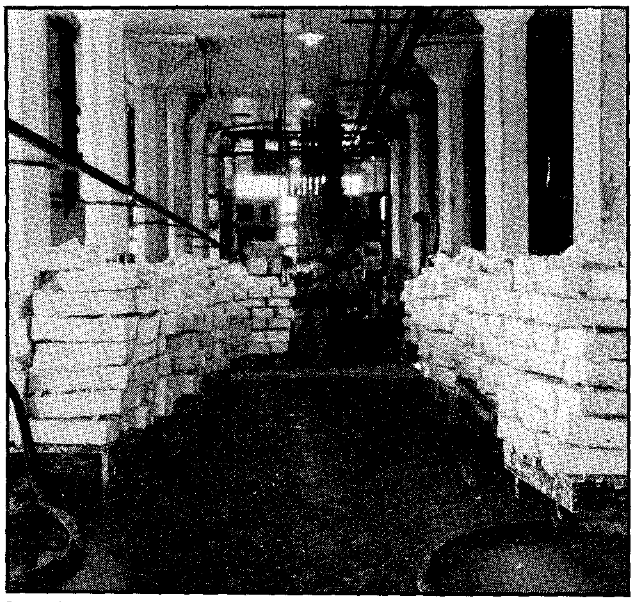
"If the light on one side be now cut off, and the insects be exposed to the other light for a long time, when the first light is turned on again the flies will at once seek this light, feeling no fatigue for it, as they do for the one to which they have been exposed."

Other interesting experiments, into whose details we have no space to go, indicate that not only the eyes of vertebrate animals, but the very differently constructed eyes of bees, perceive blue and yellow as "complementary colors." The author closes by suggesting various aspects of the subject which invite further study, such as the relation between the colors of flowers and the reaction of flower-visiting insects to the ultra-violet rays.

SUGAR FROM CORN

NOTE THAT THE WORD IS "FROM" not "in." Corn sugar is not the sweet principle of "sweet" corn, but is obtained by transforming the corn-starch into dextrose, a variety of sugar, by the chemical action of powerful acids. It is therefore a chemical product. Acids will change any starch into sugar, and will act similarly on various woody substances, but corn-starch is chosen commercially on account of its purity. In an article on "The Manufacture of Corn Sugar," contributed to *The Chemical Age* (New York), by Dr. J. K. Dale, chemist of the A. E. Staley Manufacturing Co., we are told that to produce a good quality of corn sugar the starch must be as free as possible from gluten and impurities. It is necessary to wash it thoroughly by repeated filter-pressing, mixing it between each pressing with a large volume of fresh water. Dr. Dale goes on:

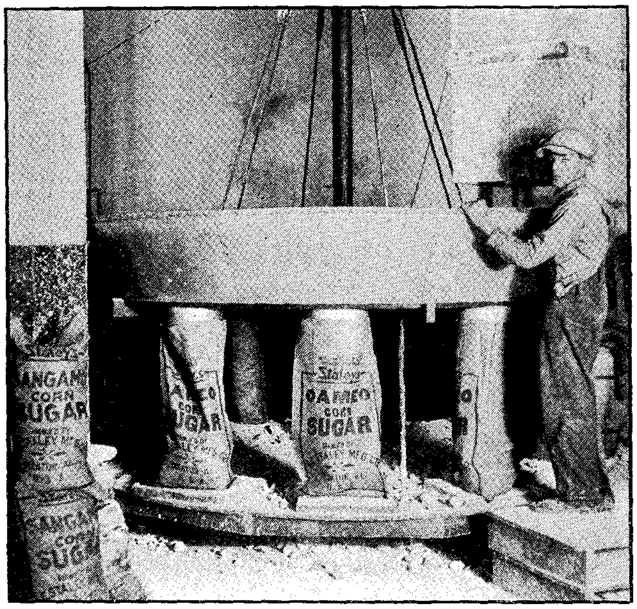
"The sugar, dextrose, is obtained by the action of strong acids at high temperatures upon cellulose and starch. Since dextrose is simply the scientific name for corn sugar, the above principle can be employed in changing starch to corn sugar or corn sirup. An amount of starch milk, approximating 5,000 gallons, is run into large wooden tanks, and there are added 200 pounds of commercial hydrochloric acid. This mixture is boiled by injecting live steam, the starch at first passing to a thick gelatinous mass, and then as the boiling is continued becoming thinner and thinner as the acid commences to break down the starch into dextrins, maltose, etc.



Illustrations by courtesy of "Chemical Age" (New York)

BLOCKS OF CORN SUGAR, READY FOR CHIPPING

"After the starch has become sufficiently liquid, it is dropt from these open converters to the closed copper cookers, where by cooking under pressure a higher temperature can be obtained and hence a quicker and more thorough conversion of the starch and dextrins to the dextrose or corn sugar. After a few minutes a sample taken from the converter no longer produces a white cloud when a few drops of it are poured into strong alcohol, showing that very nearly all has been converted into sugar. However, after the 'clear' test the temperature is maintained for twenty to thirty minutes longer to insure that the conversion is complete.



AFTER THE CHIPPER, THE BAG-FILLING MACHINE

"The next step is the neutralization of the free acid in the converted starch liquor, or now, we may say, sugar liquor. The liquor from the converters is emptied into large wooden tanks provided with some means of agitation. Soda ash is now added. This process of neutralization not only serves to eliminate the free acid from the sugar liquor, but it also serves to clarify the liquor, for when the neutral point is reached a so-called 'break' occurs, the albuminoid and fatty substances held in the acid liquor in the colloidal state coagulating to form a flocculent precipitate throughout the liquor. This flocculent material is removed by passing the liquor through filter presses called the mud presses.

"After the sugar liquor leaves the mud presses, it is carried to multiple-effect evaporators and concentrated.

"This semi-sirup is now clarified and decolorized by filtration through bone char until it is brilliantly clear and water-white. The bone char filters consist of large iron cisterns completely filled with bone char, which has the property of removing color from sugar solutions, and is used not only for decolorizing corn sirup and corn-sugar liquors, but also for refining cane and beet sugar.

"This decolorized liquor is then evaporated in an evaporator or vacuum pan. To induce crystallization this heavy sirup must be cooled and seeded with crystals of corn sugar. The sirup is run directly from the vacuum pan into a cooling tank containing copper coils through which cold water may be circulated. When the sirup has been cooled sufficiently it is seeded by stirring in a quantity of previously prepared crystalline corn sugar, and then run into molds where it is allowed to remain until it has solidified by crystallization to a hard mass.

"Cane sugar is such a common commodity that 'sugar' is usually thought of as a white granular or powdery product. Corn sugar is produced to a certain extent in a similar form, but the greater portion is marketed in the form of lumps or chips. It is a solidified product in nature and appearance, nearly resembling more extremely light-colored maple sugar. The large blocks of solid sugar as they come from the molds are put through a machine which chips them up or breaks them up into smaller pieces, these chips falling through a chute directly into the sacks in which they are marketed.

"Corn sugar is not a new product. It has been used for many years in tanning leather, manufacturing caramel color, the production of corn-sugar vinegar, and large quantities of it are used in the manufacture of artificial silk. Formerly the fermentation industries absorbed quantities of corn sugar, for it ferments readily and produces a high yield of excellent quality alcohol. More recently, stimulated by the high price of granulated sugar, it has been used in the preserving and canning of fruits, the manufacturing of candy, particularly the soft and chewing varieties. Corn sugar is a perfectly wholesome, clean product, as much so as any manufactured food product, and it is becoming more and more a standard article of commerce."

THE USES OF DRUDGERY

THE PROPORTION OF DRUDGERY in all work is becoming greater; but we are making a mistake if we deprecate this—at least so thinks Dr. Helen T. Woodley, of the Merrill-Palmer School, Detroit. In an article on "The Routine Job and the Routine Child," contributed to *The National Vocational Guidance Association Bulletin* (Cambridge, Mass.), she points out that large numbers of workers are fit only to do routine work, and that the effect of such work on the worker depends, first on his ability to recognize it as a means to an interesting and worthy end, and secondly on the use that he makes of his leisure time. The first is being improved by giving workers some share in the control and guidance of the larger policies of industry and by profit-sharing; the second is the business of the schools, much of whose instruction must now be regarded not as training for wage-earning, but for worth-while living in the non-working hours. Dr. Woodley begins by discussing a recent investigation of young workers, made in Cincinnati. She says:

"We are all sufficiently familiar with the concept of the routine job—the job which consists largely of monotonous operations which can be learned within a few weeks and whose content offers no real scope for training. We are not so clear as to how many children there are who are of the routine type—children who like the routine jobs, and seem willing to earn a living at them indefinitely. Our usual conception is that these are children of limited intellectual ability.

"It is safe to say that by sixteen years all of the very inferior children are eliminated from the schools. The group which goes to work early, however, is not composed exclusively of inferior children. The range of ability among those who leave school as soon as the law permits is exceedingly wide. It extends from those who are feeble-minded up to the most brilliant children in the school.

"Our special study in Cincinnati included over 700 working children whose industrial records were kept from year to year for four years. From our study we derived the following interesting facts: Among children who left school at fourteen and who had completed 5th, 6th, 7th or 8th grades, the amount of schooling bore no relation to earning capacity. The fourteen-year-old children who had completed only the fifth grade had as good a chance in earning as those who had completed the eighth grade.

"The boys with good physical ability earned somewhat more than those of poor physical ability. In the case of girls, the correlation is so small as to mean little, but there is a slight tendency for girls of poor physical skill to earn more than those of good physical skill. There is practically no relation between physical ability and regularity of employment. The correlation between mental tests and wage-earning is so small as to be negligible for both boys and girls. Our conclusion must be that there is practically no relationship between mental ability and either earning capacity or a regularity of employment during the first four years in industry on the part of either boys or girls.

"This result was so startling and so unexpected that it was necessary to make a further analysis in the attempt to interpret it. Accordingly, we selected the highest ten per cent. and the lowest ten per cent. of both boys and girls in both mental and physical measurements, and analyzed their records carefully.

"In the two superior groups—those who were superior physically and those who were superior mentally—we found clerical work, sales positions, and some skilled trades fairly generously represented; whereas the very inferior groups, either physical or mental, contained practically none of these occupations. When superior children entered the factories they were likely to be given the better grades of work. The very inferior were much more likely to be put on routine hand-work and employed as helpers. We found our very inferior boys and girls staying contentedly two, three, and four years at the most routine types of work in the factories, whereas no superior boy or girl stayed long at factory work. The statistics on wages and regularity of employment now become more understandable. What it means is that for young and comparatively untrained beginners, no distinction is made in wages for the more skilled types of work. This remains true throughout the first four years.

"It seems to be an accepted fact that automatic types of work are on the increase. The whole trend of production seems to be in the direction of increasing automatic processes.

"It has further been accepted as a fact by many people that the effect of automatic work must be to bring about deterioration of the worker. But what kinds of work are strictly monotonous or automatic? The classification has usually been made by some very intelligent onlooker. Now a process which would seem hopelessly automatic and uninteresting to a highly intelligent person might contain sufficient elements of variety and interest for one of limited intelligence and small training to make it mentally satisfactory. It is notoriously difficult to get many workers who have once acquired skill and speed in a given automatic process, to be willing to change and learn another one. If the monotony were proving irksome it seems as tho a change of occupation would be far more welcome than it proves to be. Furthermore, it is very easy to confuse cause and effect. It may be that the man selected automatic work and was content to stick at it because he was a very inferior human being. It may even be that he has profited more by it than he would have by attempting something beyond his capacities."

Automatic work, Dr. Woodley reminds us, is merely one kind of drudgery, and every profession contains a certain amount of it. Now, what makes the difference between the attitude of the research worker toward his drudgery and that of the factory operative toward his drudgery, or is there necessarily a difference? She answers:

"It seems to me that the difference is related to two factors—first, the worker's mental attitude toward his drudgery; and second, the content of the rest of his life. If the worker has an understanding of the purpose of his drudgery, and what is to come out of it, then the drudgery itself becomes endurable for the sake of the end to be attained. The real elements of intellectual interest in modern industry, aside from the inventive phases of it, have to do with the whole processes of planning and managing the undertaking. So far, most workers have been given no share in this phase of the industry. Now, however, our shop committees of workers who cooperate with the executives in the management of the business are paving the way to giving the worker his share of the intellectual interests of the project. I can see no reason why, under these conditions, the drudgery of the factory worker should be any more injurious to him than the drudgery of the research worker is to him.

"The second factor which helps determine the attitude of the worker toward his job is that of what the rest of his life is like. If the hours of labor must be made short, as they obviously must in the case of purely automatic work, then the way in which the worker spends his free time becomes of increasing importance. In other words, more and more stress must be placed upon education for leisure.

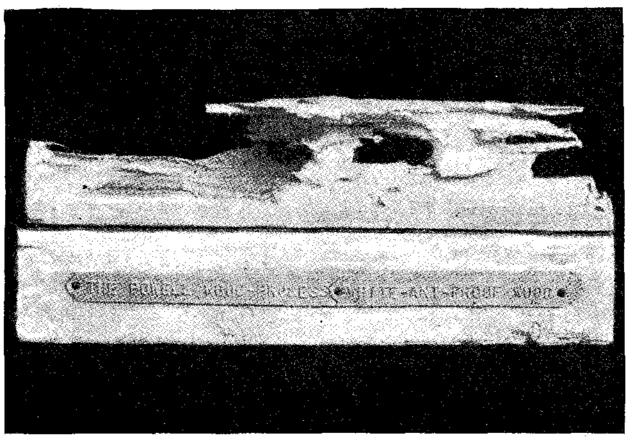
"In view of these considerations, what becomes of our theory of vocational education? Our facts seem to indicate that probably half of our children in the future will have to earn their livings at monotonous types of productive work. We have seen that the poorest ten per cent. of young children are entirely capable of proving satisfactory in this field without training except what the factory itself gives. Obviously, immediate preparation for wage-earning is not to be considered. The stress of education for these children should go into giving them an attitude toward, and a point of view about, work, and in training them to a reasonable use of their leisure time.

"For the group of children whom we are now discussing, the higher types of esthetic interests, or the productive activities connected with them, are frequently out of the question because of a lack of endowment and capacity. These same children, however, are capable of many simpler types of productive occupations, provided they are taught. Cooking and sewing for the girls, even tho they have no immediate wage-earning value, are of great value as occupational resources. For the boys, gardening, wood-working, simple electrical work, and some kinds of metal work offer similar resources. There is little or no immediate wage-earning value in these disciplines. They should be taught as personal resources for the children—in other words, as a part of general education rather than as part of vocational education.

"Is there reason for pessimism with regard to the effect upon the citizen of the future of the type of life which consists of earning a living by means of a comparatively short working-day devoted to montonous labor, and having a reasonable number of hours for independent and self-initiated work and recreation? We think not. Indeed, there seems to be reason to believe that such a life offers better possibilities for development of a high type of citizen than that of the skilled artizan of the past whose disappearance we have been deploring. That it throws an even greater burden of responsibility onto the educational system, and implies a longer period of supervision and cooperation on the part of the schools before the young worker is thrown completely on his own resources, there can be no doubt."

TO KEEP TIMBER SOUND

VARIOUS METHODS OF SEASONING and preserving timber, and in particular one recently invented, called "Powellizing," are described by P. J. Risdon, in an article contributed to *Conquest* (London). He begins with a story of an Irishman, who, when asked to define a water-pipe, described it as "a hole filled with water, with a piece of iron round it." It is equally true, says Mr. Risdon, that timber consists of innumerable cavities filled with water, albumen, etc., and surrounded and intersected by fiber. When a healthy tree is felled, it does not die at once. Altho it no longer increases in size, it still feeds on the carbohydrates in the sap, and may continue to put forth shoots. The absorption of sap improves the fiber, moisture gradually evaporates, and the fiber hardens as long as the process lasts. He continues:



HOW WHITE ANTS DISCRIMINATE

The upper portion of this timber exhibit was eaten by ants in a few days in the Malay States. The Powellized piece laid in an ant-hill at the same time was quite untouched by the ants.

"In other words, the timber seasons. Then the tree gradually rots under the influence of rain and sun, and in portions sheltered from the wind dry rot may set in. Or if subjected to the ravages of the white ant, it may be honeycombed and eaten away.

"The decay of timber is caused by the growth and activities of fungi. The minute spores germinating on a piece of wood, send out fine threads, which enter the cells and give off a ferment which dissolves certain parts of the fiber. The action changes the chemical and physical properties of the wood, rendering it, in some cases, like brown charcoal, in others white, soft and stringy, and the wood is said to be rotten or decayed. Moisture and heat are favorable to the growth of fungi, as also are starches, sugars and oils found in the cells of the sapwood, but wanting in the heartwood. If protected from the action of these fungi, wood will last indefinitely.

"If air is excluded, as when timber is kept constantly and entirely immersed in salt or fresh water, the fungi can not thrive. Sap, confined in timber with air, ferments, producing dry rot, as where beams are enclosed air-tight in brickwork, etc., and where *green* timber is painted or varnished, or treated with creosote, etc.

"It is clear, then, that the first consideration in the preservation of timber is thorough seasoning. Natural seasoning by air drying make take anything from two to fifteen or even twenty years. Artificial drying consists of rapidly vaporizing the moisture from the timber in a drying kiln. This occupies days, as against years in the case of natural seasoning, and is sometimes employed for drying off properly seasoned timber. Artificial drying, apart from tending to crack it, turns it out in what may be described as skeleton form, with vacant pores, and leaves the unabsorbed carbohydrates of the sap as a possible source of trouble, such as dry rot, and subsequent impregnation with such preservatives as creosote will not restore the structure of the wood to what it should be."

Some years ago, the Powell process was invented, by means of which timber is more thoroughly seasoned in a day than by the lengthy process of Nature in the air. By this method the greater part of the comparatively weak sap in green timber is withdrawn and the timber is induced to replace it by a much stronger solution of a sappy nature, which it absorbs, and which serves to strengthen it, bring out the grain, sterilizes it and kills rot spores, and, by the addition of a poisonous ingredient, to render it proof against the ravages of the white ant and other insects. Says Mr. Risdon:

"The astounding claim that stable, high-class furniture could be made from a tree within two months of felling could naturally only be proved by the test of time. Judging from results, that test, extending over a considerable number of years, has been successfully passed, for chairs made eight years ago, and piano cases and frames made four years ago from green wood felled only a few weeks before, that have been in constant use ever since and have not been repaired in any way, are in perfect condition to-day.

"The process consists of immersing timber in a hot carbohydrate solution of a saccharine nature. The sap is expelled and the heat is raised sufficiently to kill all fungi germs. The solution is then absorbed by the fibers, no pressure being employed. Absorption is stopt when the proper proportion of solution has been taken up. Any remaining albuminoids in the timber are coagulated, and any fungoid germs and insect pupæ that may be present are killed. The carbohydrates of the solution do not merely mechanically fill the cells of the wood, but are taken into the spaces between the particles of the cell walls, becoming a part of the structure of the wood. By this means, in a few days or weeks growing trees can be converted into seasoned timber ready for use. In countries where the climate is such that the joints even of antique furniture give out, unless specially reinforced, furniture made from processed wood is stated to stand perfectly with ordinary glued joints.

"The results of tests indicate that it resists the attack of the teredo for a longer period than untreated wood, but whether the process can render timber entirely immune against the attack of this sea worm remains to be proved.

"Independent tests and reports indicate that wood thus treated becomes closer grained and more nearly free from tendency to warp and split; also that the surface will take a polish with much less expenditure of material and labor.

"The process has been largely used for the preservation of sleepers and rough timbers. The cost as compared with that of creosoting varies according to the country in which the work is done, but in almost any country it is reasonably cheap.

"Creosoted timber can not be painted. Where appearance is no consideration, and where the cost of creosoting would be prohibitive, well-boiled, hot tar is an excellent preservative, especially for timber subjected to alternating wet and dry conditions.

"Timber entirely submerged in water, if not subject to the attack of the teredo, lasts a very long time and, if sunk in mud or clay below water, longer still. Portions of the oak hulls of ships sunk three or four hundred years ago have been found perfectly sound when examined.

"In certain seas the teredo attacks timber with such vigor that no amount of creosoting or chemical treatment withstands its onslaught. Various mechanical expedients for combating it have been resorted to with success, but at great cost, such as coverings of copper or other metal sheathing.

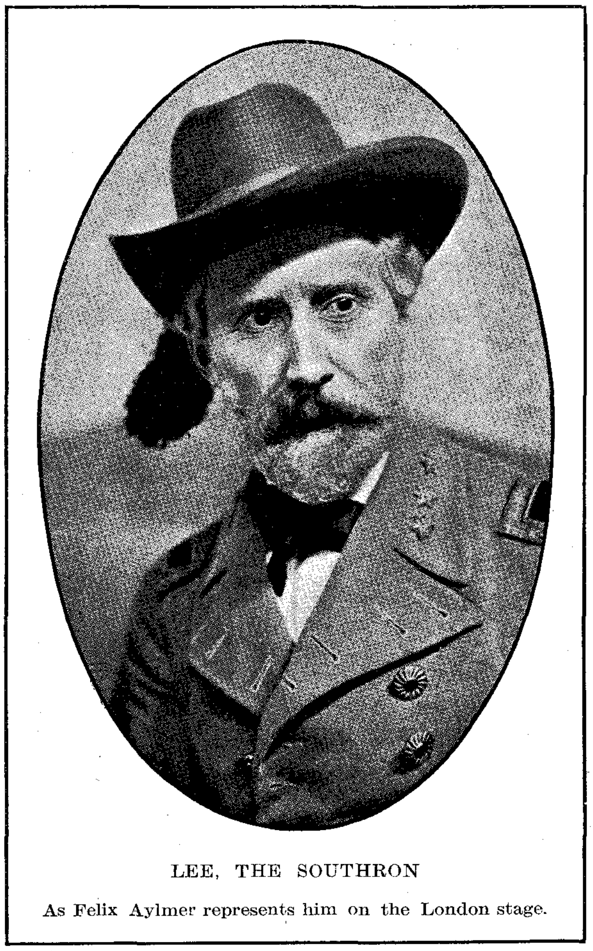
"Altho some processes for preserving timber tend to reduce its inflammability, it is doubtful whether they are of very appreciable value in this respect."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

ROBERT E. LEE IN DRAMA

CAN HE DO THE TRICK AGAIN? They asked the question in England when Drinkwater's play on "Robert E. Lee" was produced there, and we shall soon be asking it here, remembering the immense success of "Abraham Lincoln." Mr. Drinkwater has made, he says, "an attempt to dramatize the same event seen through the emotion of the South rather than the North." It must be said that it is not a second furor. The play is a play of defeat, and "to see any event through the emotion of the defeated is necessarily to see it with sad eyes," says the London *Times*. Quoting the literary allusion employed by the *Times* critic, if any one wishes to put himself in the position of saying, "I pray you, Master Matthew, give me a stool to be melancholy upon," Mr. Drinkwater provides the stool. The play has already been issued in printed form, and readers may judge whether they wish to be made sad by more active means. The same thing happened on the other side, and a writer in the *Daily Chronicle* had his expectations raised to an agreeable pitch, for he writes, taking account of Drinkwater's "Cromwell" as well as his two American dramas:



LEE, THE SOUTHRON

As Felix Aylmer represents him on the London stage.

"The new play, from a reading of it, seems to me the most effective of them all. It is well-constructed, finely written, and (unless something very wrong happens in production) should be extremely moving. The interest centers no longer on one man, but on the fortunes of five men. We see no longer the simple emotions of the easily victorious side, as in both 'Cromwell' and 'Lincoln,' but the far more interesting point of view of the always losing and finally defeated side.

"Also—and this is most important of all—Lincoln and Cromwell both disapproved of war, but their consciences drove them to it. They went out to fight for the beliefs they were quite sure of, and were therefore happy. General Robert Lee was not. He held a commission in the United States Army, and only left it to become a Confederate and a rebel because he was a Southerner by birth. 'My country right or wrong.' This is a harder struggle than the mere question of 'to fight or not to fight,' as many of the finest soldiers of 1914 well know."

The Times gives us a synopsis of the new play, which we see follows the episodic plan of scenes instead of the customary dramatic one of acts.

"In the first *Colonel Lee*, of the U. S. Army, resigns his commission, on Virginia deciding to join the seceding States. A fine upstanding, bearded fellow, deliberate, grave, and with obvious aptitude for what you may call the 'Lapidary' style of speech. (Scene 2) Three or four Virginia sportsmen discuss the war that is to come; one of them philosophizes on war in the abstract, but all resolve to volunteer, singing 'I wish I was in Dixie' to the accompaniment of a banjo brought by one of the party. That night (Scene 3) there is a ball at the Lee House, Arlington. Cue for crinolines. Even *Lee* dances. He says it calms his mind. Dancing as a sedative—does that account for its present vogue?

"A year later (Scene 4 and Scene 5); fighting at Malvern House. The various Confederate generals (all most formidable 'beavers') watch the action. *Stonewall Jackson* is the fiery one. *General Lee* exposes himself 'regardless.' The Virginian sportsmen of Scene 2 are still together. One of them, the philosopher, is also an expert sniper. There are several casualties *coram populo*. But there are no heroics, and you get, what is rare on the stage, a true impression of war as it is—or as it was in 1862. Evidently the Southerners, with all their bravery, are beginning to give way under the sheer force of numbers. Scene 6: *Lee* comes to explain the situation to *President Jefferson Davis*, who seems rather a futile person, and is already failing to provide supplies and munitions. But the *President* utters the presidential periphrasis for 'stick it,' and *Lee* pledges himself to stick it.

"Again a year later (Scene 7), and the Confederates are still sticking it, but without hope and most without food. The Virginian sportsmen are still together, one of them badly wounded. You learn of the death of *Stonewall Jackson*. *Lee* is forced to retreat and (Scene 8) the futile *Jefferson Davis* has to admit that all is lost. 'Mr. Lincoln will be merciful.' Near Appomattox (Scene 9) *Lee* returns after surrendering to Grant. Death of one of the sportsmen (the one with the banjo), with chorus 'off' of 'I wish I was in Dixie.' More philosophizing by the philosopher. *Lee* dictates a valedictory letter in his best (really very good) Lapidary prose, supplemented by a farewell address to the bystanders. They must all go home, and devote themselves henceforward to being good Americans. There is universal gloom.

"*General Lee* is played with consistently melancholy dignity by Mr. Felix Aylmer. Mr. Claude Rains is good as the philosopher, and Mr. Henry Caine as the banjoist. Mr. Edmund Willard gives a notable sketch of the fiery '*Stonewall*' *Jackson*. Mr. Gordon Harker does his best with the futile *Jefferson Davis*. The ladies have nothing to do but swing their crinolines.

"The old question comes up again, Audrey's question: 'Is poetic a true thing?' Was the Civil War on the Southern side really like this? Was it an epic with Robert E. Lee as its unity and its eponymous hero? But why worry? What you get is history 'seen through the emotion' of Mr. Drinkwater, and, with all its melancholy, it provides an interesting evening for playgoers. Interesting, rather than absorbing or thrilling. But distinctly interesting."

A writer in *The Morning Post* (London) suggests one of the difficulties Mr. Drinkwater creates for himself in taking the method of the freer stagecraft. He makes—

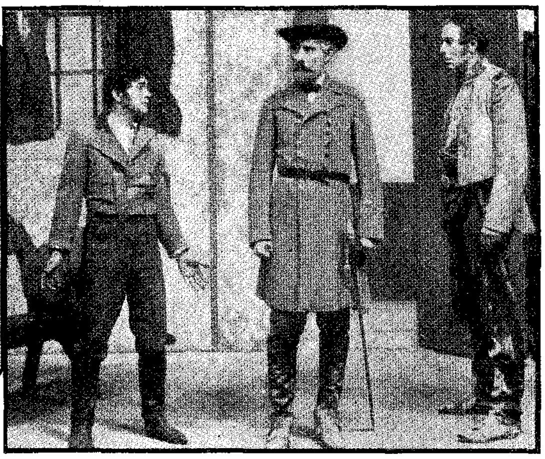
"The bold attempt to adapt biography to the stage, to write chronicle plays round more or less modern heroes. Mr. Drink-

"*STONEWALL*" *JACKSON* AND *LEE*

An orderly in the rear.

AT THE BALL

in Lee House, Arlington.



BESEECHING *LEE*

to save himself at the debacle.

SCENES THAT SHOW *LEE* IN VARIOUS PREDICAMENTS

water is the specialist in this movement, and "Abraham Lincoln" is the most popular example of the type. Here, too, sequence, other than the historical, is hardly essayed; your author picks out at will incidents from the life of a famous man, embroiders them with rhetoric, and asks you to approve his selection and accept his estimate. Once more a panorama of scenes, with your Lincoln or Cromwell or Lee as the only connecting link! One trouble with this sort of drama, at least as Mr. Drinkwater practises it, is that your author takes knowledge of his hero's history for granted, and there are not many heroes as to whom this can apply; Lincoln may be one. Another difficulty is that you must sympathize with your playwright's attitude, and therefore he should choose some hero about whom there is a generally accepted legend; over Cromwell there is no such unanimity of opinion. A third point is that the protagonist must have a varied and richly colored career; the episodes in "Robert E. Lee" have proved too much in one key, too uniformly sad. Finally, if your dramatic biography is to succeed as an art-form, the artist must have, as Sacha Guitry reveals in 'Pasteur,' a real sense of the theater, and, with all respect for Mr. Drinkwater as a man of letters and with full allowance for the associations he has long had with the playhouse, I doubt his possession of this gift."

A WORD FOR THE KING JAMES VERSION—A Chicago University professor has "modernized" the English of the New Testament, and some people pretend to like it. Not so the New York *World* which declares that such an effort can accomplish but one thing—"the translation of great poetry of the early seventeenth century into the comparatively flavorless prose of our own era." More:

"The King James version was made when the language was younger and more vital than it is now, at a time when Elizabethan magnificence was still traceable in common speech, a time just following Shakespeare, just preceding 'Lycidas' and 'Paradise Lost.' A word in those days was a thing of savor and delight; each sentence was an adventure into undiscovered countries. The translators who Englished the New Testament under King James had the advantage of living in a community rich in talk, daring in metaphor, untrammelled by too many rules.

"Dr. Goodspeed lives in Chicago, which is little better, certainly, than New York as an environment for creative writing. The cities of the United States are not producing great literature, for the sufficient reason that this is not an age of literature but of business and mechanics. Mechanical or commercial skill which was impossible even to the genius in these fields in the days of Pericles or Elizabeth is now to be found in nearly any growing boy one passes in the street. But this age is no more competent to revise the King James version than was Sir Philip Sidney to adjust the valves of a gasoline engine."

TESTING THE "MASTERPIECES"

COME, LET US REASON TOGETHER, seems to say a writer in the London *Outlook*, taking up the theme of American literature. It appears to take a deal of writing to make these two peoples, the English and the American, understand each other. It used to seem that Britons did not think we were worth the trouble of understanding; now that they give their minds to considering us, their conclusions do not always sit well with us. What we appear to some to want is nothing but praise. The *Outlook* writer takes a middle course, keeps his temper, and says some things that may not be relished, but at any rate offers a chance for debate. Who denies his first charge?

"Americans are sensitive about their literature. Mr. Sinclair Lewis is always telling us that we are patronizing and supercilious. It is quite right that the young Americans should take themselves seriously, but we wish they would not so often confuse literature and art with the purely instinctive national ego, just as we wish some of our reviewers were not quite so misoneistic. There is something parochial about such bickering. It is like two villages violently at odds over the merits of their respective commons. The stream of English literature is broad and deep enough to receive additions from anywhere—from America, Canada, Australia, South Africa.

"The real and ultimate test is the creative work itself. Granting the difference in technique and spirit of the American writers from their English contemporaries, is there something in their work which we have not? Yes and no. We find a certain vigor, a certain new view-point, a certain naïveté, and a certain directness which we lack. We are older, more sophisticated, more tired; we know that the latest novel, however great a stir it may make, is not likely to be a new masterpiece. The Americans are more given to hailing it as such. Where we are given to understatement, they are given to overstatement. One notices that particularly in American comment on the work of Mr. Hergesheimer and Mr. Cabell. The preciousness of the former, the pseudo-medievalism of the latter are new to America; we have been through that in the '*Yellow Book*' of the 'nineties. Why any one here should be particularly interested in Mr. Floyd Dell's work, we can not say. It is neither better nor worse than that of our own writers with muddled emotions and intellects.

"When it comes to the more homespun writers, like Mr. Theodore Dreiser, Mr. Sinclair Lewis, Mr. Sherwood Anderson, Mr. Eugene O'Neill, and Miss Cather, it seems to us the recognition accorded to them has been cordial. We know of no English reviewer as hostile to American books as Mr. Burton Rascoe, the American, is to English books. He can find little good in anything that comes from England. It should also be remembered that in criticism here, there is the same division, conservative and radical, which exists in America.

"There is a good deal of self-consciousness about the 'boosters' of the new school of American writers. They have been trumpeted a little too loudly. We are very sympathetic to their efforts; we believe something fine and great will one day come from the western hemisphere, but we can not help feeling that up to the present the 'literary renaissance in America' is more a matter of promise than of actual achievement. There are many titles mentioned in Mr. Bechhofer's book ["The Literary Renaissance in America"], but we doubt whether there are many among them that will outlast such older American books as Frank Norris's 'McTeague,' Eggleston's 'Hoosier Schoolmaster,' William Dean Howells's 'Rise of Silas Lapham,' or Stephen Crane's 'Red Badge of Courage.'"

WAR HATRED IN FRENCH FICTION

FRANCE IS READING "PACIFIST" NOVELS. But pacifism in France does not mean "non-resistance." It implies the general sense of hatred of war, in which sentiment a good many others join. "Opposition to the war spirit, or militarism, and to war as a method of settling international disputes," says William MacDonald, is the French way of expressing pacifism. It also sometimes takes the form of offering criticism of the conduct of the late war. The leaders of the French pacifist school are named as Anatole France, Romaine Rolland and Henri Barbusse, and a number of others are mentioned whose works have achieved popularity in their own country. This fact is one to consider at a time when France is accused on many sides of militarism. Rolland and Barbusse began their pacifistic labors even during the war, but since that time others have come into prominence. Mr. MacDonald mentions Paul Reboux, who published a novel in 1921, named "Les Drapeaux," and dedicated "in hatred of war" to the author's friend and co-worker, Charles Muller, "killed in the war." In the New York *Times* we read:

A BRITISH EVOCATION OF THE SOUTH

Comrades of the Gray at the outbreak of war.

"The hero of the story is a French man of letters, *Jacques Réal*, who is riding the wave of popularity in Paris literary circles, with editors begging for books and articles, his plays drawing crowded houses, and high society dispensing its flattery. He has already had doubts, apparently, about the morality of war in general, and about some of the underlying causes of the late war in particular, but a casual visit to a hospital where the human wreckage of war is mercifully screened from public view shocks and appals him, and in his next weekly article for a leading journal he recounts some of the horrors which he has seen.

"To his chagrin, the article is politely rejected, and *Réal's* struggles begin. He studies the history of the Great War, and the miseries that he discovers palsy his hand. The war profite with whom he dines come to seem to him vulgar and suspicious complacent, and the attitude of politicians and armchair military men tries his soul. Unable to hold his peace, he speaks out, only to find his popularity vanishing, and with it his career as a writer. Before long come the arching of the eyebrows among his acquaintances, then gossip and innuendo, then open snubs at the theater and on the street. He has become known as an uncompromising opponent of war, and the penalty which awaits dissent in the society in which he has moved falls with full weight.

"Meantime, between *Réal* and his secretary, *Yvonne Vidal*, *a young woman of exceptional training and intelligence*, but deeply imbued with hatred of Germany and belief in the glory and righteousness of war, there goes on a battle royal. Day by day, as letters are dictated and the collection of anti-war material advances, the swords clash as love also grows. At last, after weeks of alternating conflict and armed neutrality, *Yvonne's* conversion to *Réal's* point of view is suddenly achieved, and to the union of hearts is added the harmony of minds. A scandal in which *Réal's* wife is discovered facilitates a divorce, and *Réal* and *Yvonne* retire to the country, where together they work out a manifesto calling for reconciliation with Germany and a Franco-German alliance. The proposal meets with extraordinary success, but *Réal* declines to head any party movement and trusts to the power of ideas to make their way.

"M. Reboux is not a writer of the first rank, and 'Les Drapeaux' is not a great novel. The dénouement is early to be perceived, and the story itself is rather heavily weighted with quotations and didactic passages. Frequent footnotes and an elaborate bibliography at the end suggest a treatise rather than a tale. The book appeared, however, at a moment when general reaction after the strain of war and sharp criticism of war profiteering were together markedly affecting French thought, and in spite of the handicap of a two-volume price and some attempt to prevent open public sale the novel won a hearing and a place. So also, apparently, did its proposal, for to-day one may find in a street on the edge of the Latin Quarter the office of a League of Universal Peace, whose program runs on all fours with that which *Réal* and *Yvonne* drew up, and one of the directors of the league is Paul Reboux."

Another novel, dedicated "to those who call themselves Christians," is entitled "Le Sort le plus beau" (The Better Fate), by Claire Géniaux, and is summarized thus:

"The heroine of the story, *Geneviève Marsay*, is the widow of a young French scholar, who was killed early in the war. Opprest beyond endurance by the apparent contrast between the gorgeous ceremonial, the display of banners and flags and the flare of trumpets at a victory service at Notre Dame and the spiritual significance which the great crucifix in the cathedral seems to her to hold, *Geneviève* leaves the church and its mondaine crowd to meditate and weep in the study where her husband had worked. Why, she asks, this jubilation in the name of Christ before the unnumbered dead? For what good did her husband die?

"Thenceforth we have a struggle, first with her children, her family and friends, then with conscience and religious habits, then with a former admirer whose general aversion to war, discreetly concealed while the war was on, now finds an expression which, tho blended with love, is rejected as insincere. The picture of *Geneviève's* somber suffering as alienation from her surroundings progresses is in part offset by well-drawn portraits of a sister familiarly known as 'La Générale' from her commanding ways, busy from morning till night with a round of committees and functions, and of a brother, a rising young journalist whose war articles have been the talk of the town. The end is reached when *Geneviève*, convinced that war is unchristian and immoral, breaks the last ties that hold her to Paris and seeks refuge with an uncle, an entomologist whose exposition of certain biological aspects of war drawn from a study of ants gives to her pacifist creed the semblance, at least, of scientific justification.

"The wide appeal of both of these books was presently overshadowed by the remarkable reception accorded to Roland Dorgelès's 'Saint Magloire' and Michel Corday's 'Les Hauts Fourneaux' and 'La Houille Rouge.' 'Saint Magloire' is the story of a missionary priest who, returning to France after a long bsence in Africa, where he had acquired the reputation of a aint and miracle worker, scores the vice and greed of the rich and great, fraternizes with working people and outcasts, ministers to the sick during an outbreak of the plague, and openly defies the Government to interfere with his preaching. Received at first with wild enthusiasm, but soon looked upon with suspicion and contempt, his popularity ends with the collapse of a mad attempt to install the homeless proletariat in the empty houses of the Champs Elysées, and he returns, beaten and unnoticed, to his African field.

"The resemblance between the saint and the human Jesus is obvious, and the main effect of the book, which is one of the most brilliantly written of recent French novels, is to emphasize the contrast between contemporary society and the social teachings which the life and words of Jesus embody.

"Only indirectly does 'Saint Magloire' attack war. To the public whose interest had already been awakened by 'Les Drapeaux' and 'Le Sort le plus beau,' however, and to whom the extravagance which flaunted itself in Paris and other European capitals in 1921 gave ground for bitter reproach, the fiery denunciations of the saint seemed to point to war as their occasion and justification. Opposition to war, in other words, was here presented as a part of the Christian ideal of simplicity, purity and fraternity."

"Saint Magloire" and the two novels by Michel Corday quickly became best sellers and, we are told, "changed the attitude of the press toward this unaccustomed literature." For—

"What has helped to give these pacifist writings their vogue, questions of novelty and literary workmanship aside, is undoubtedly their frank appeal, in a nation almost every individual member of which has been personally touched by war, to a generous humanitarian interest which it has always been easy to arouse in France, and which in certain sections of the French intellectual world has become a species of religion as the spiritual hold of the church has weakened. Moreover, in France as in other countries, thousands of persons who never expect to see war abolished nevertheless welcome attacks upon the institution as such as a help in mitigating the horrors of war and in removing some of its historical provocations; and broadsides in story form often carry far where formal arguments fall short."

A SUPER DOLL'S HOUSE

THE FUN WE HAVE HAD in reconstructing the age of Tut-ankh-Amen will be denied the far distant posterity of King George when they come to digging among the tombs left by to-day. They will find a pretty little doll's house with all the domestic utensils familiar to the twentieth century done in miniature, with a footnote indicating that the proper scale at which reconstruction is to be carried out is one foot to the inch. They will also know who have painted our pictures and written our books, for the miniature works of art and letters form a part of the decoration of the doll's house. How they will groan over the perished works of Barrie, of E. V. Lucas, of Sir John Lavery, when they see these hints of a departed greatness. It shows also that Prohibition does not reign in England.

It was Sir Edwin Lutyens, we are told by the Manchester *Guardian*, who conceived the idea of the Lilliputian house, and "it has become the peculiar interest of certain members of the Royal Family, and it has been more talked of in Court circles than any event except a coronation." This is what it is:

"The Queen's doll's house is a building fashioned in scale of an inch to the foot, and all its contents are worked exactly to that ratio. Its height is a little over eight feet, and beneath it is a base constructed with four drawers holding:—

"1. A garden with flowers and shrubs exquisitely made in metal and other material;

"2. A garage holding a number of motor cars;

"3. Dolls exactly in scale with the building and drest in appropriate clothes so that they can be placed at once in the particular room in the particular attitudes desired; and

"4. A wine-cellar stocked with wine, the champagne bottles being about half an inch in length.

"The walls of the house have been devised and fitted on a system which allows them to be instantly raised to the roof and put back again. The building is a modern Renaissance structure of the refined country-house type that Sir Edwin Lutyens has brought into country life. The ceilings, fireplaces, doors, windows, and panelling are all delicately designed in Sir Edwin's famous manner.

"The lower rooms and staircase have ceilings painted by Mr. William Nicholson. The ceilings of the other floors are painted by Mr. Charles Sims, Mr. Edward Dulac, Mr. Walcott, and other artists. The grand staircase is a precious work in jade and other rare materials. Sir John Lavery has painted miniature full-lengths of King Edward and Queen Alexandra which, with frames, are about eight inches high. A large number of artists have contributed pictures and other decorations, most of the Academy and many of the independents being represented by their very smallest works.

THE COMRADES REDUCED BY WAR

Duff, the merry banjoist, lying mortally wounded, with the two others left to lament a lost cause.

"Etchings the size of a postage-stamp are preserved in the library in little folios. Everything one could think of and many one could not can be found in these wonderful rooms. Electric fittings, fires, fans, telephones, typewriters, pianos, playing-cards —but the list is endless. There are two bath-rooms, the King's being decorated with political cartoons. All the taps and everything at work as in a real palace. Electric light, water and telephones are all laid on.

"The library rejoices in books by famous authors that can be seen nowhere else. Mr. E. V. Lucas has written a book on the whole duty of dolls, with a word on each page, and Sir James Barrie and many other notable writers have not thought it unjust to themselves to write special books for this Lilliputian library. The kitchen rivals the library in its variety and novelty, and a whole dinner could be cooked in its delicate vessels for a dolls' party of twenty or so.

"Perhaps the most impressive thing of all is the thoroughness shown in all the minute detail of the house, particularly in the escutcheons, and keys and metal fittings, which are of a workmanship that Solomon might have envied. It is impossible to compute the value of Queen Mary's doll's house, which is to be shown for charity at the Imperial Exhibition, and will probably bring in harvests for charities for generations to come. But at the lowest possible figure £50,000 might be taken as a minimum."

The Guardian seems to be beforehand in giving the general public news about the Queen's new toy, since the Imperial Exhibition, at Wembley, where the public will get a first view, is not to be held till next year. A curtain and setting for the exhibition is being designed by Mr. Walcott, whose reconstruction in color of ancient temples, exhibited a few months ago at the Royal Institute of British Architects, received high praise. It is a gift-house. Everything is given by the expert manufacturers, by artists, authors, artificers, and craftsmen of all kinds.

RELIGION-AND-SOCIAL-SERVICE

THE PLAN TO SPLIT PROTESTANTISM IN TWO

A BULL MOOSE BOLT of Fundamentalists is already planned, we are told, and meanwhile there are Fundamentalists who declare that it is the Liberals, and not they, who should bolt. That "a great schism is impending" the Fundamentalists and their allies are convinced. Not long ago a Fundamentalist journal declared, "Rationalism and Evangelicism are antagonists that can never be reconciled; it is vain to try to plaster up a union between them." Even liberals begin to predict their separation, and lately, when Rollin Lynde Hartt said to President Faunce of Brown University, "We already have two hundred and two denominations; are we going to have four hundred and four?" the distinguished Liberal answered, "why not two—one Liberal, the other Fundamentalist?" Writing in *The World's Work*, after a three-thousand-mile journey "along the various ecclesiastical battle lines," Mr. Hartt tells us that—

> "Doctor Macartney, chief opponent of Dr. Harry Emerson Fosdick, asserts, 'Neither the cry of "heresy-hunting" nor that other cry of "dividing the church" will intimidate those who press for what they regard as a righteous cause. There is no occasion of hunting for heresy, for heresy is everywhere hunting the Church; and as for dividing the Church, one might with as good reason have charged the Government of the United States with dividing the nation in the Civil War.'
>
> "In conversation, Doctor Macartney speaks of Doctor Fosdick with entire respect. Doctor Fosdick speaks as respectfully of his assailant. Each understands the other. At the University of Chicago, Doctor Shailer Mathews says, 'We are trying to carry this thing through in such a spirit that when it is all over there will be no hard feelings.' "

The Fundamentalists, however, are less amiable than Dr. Mathews, thinks Mr. Hartt, who goes on to quote from their literature:

> "Among Fundamentalists, a different mood predominates. Cries Professor J. Gresham Machen, of Princeton Theological Seminary, 'Why should we be indignant about slanders directed against a human friend while at the same time we are patient about the basest slanders against our God?' As hotly the *Western Recorder* exclaims, 'We are in the midst of the most subtle and far-reaching apostasy of the ages!' After affirming that 'the apostasy now witnessed on every hand was foretold by the New Testament prophets,' the *Moody Bible Institute Monthly* observes, 'As to the source of this apostasy, we should say that it was conceived by the Prince of the Power of the Air.' Dr. Cortland Myers, meanwhile, indicts the Fatherland. 'The abomination of abominations,' he thunders, 'is that rich, rank, rampant, rotten new theology made in Germany,' and Dr. Mark Matthews denounces as angrily 'that infamous virus of German theology prepared by the devil himself.' "

From "Christianity and Liberalism," a campaign textbook for Fundamentalists by Professor Machen, Mr. Hartt takes these fighting sentences:

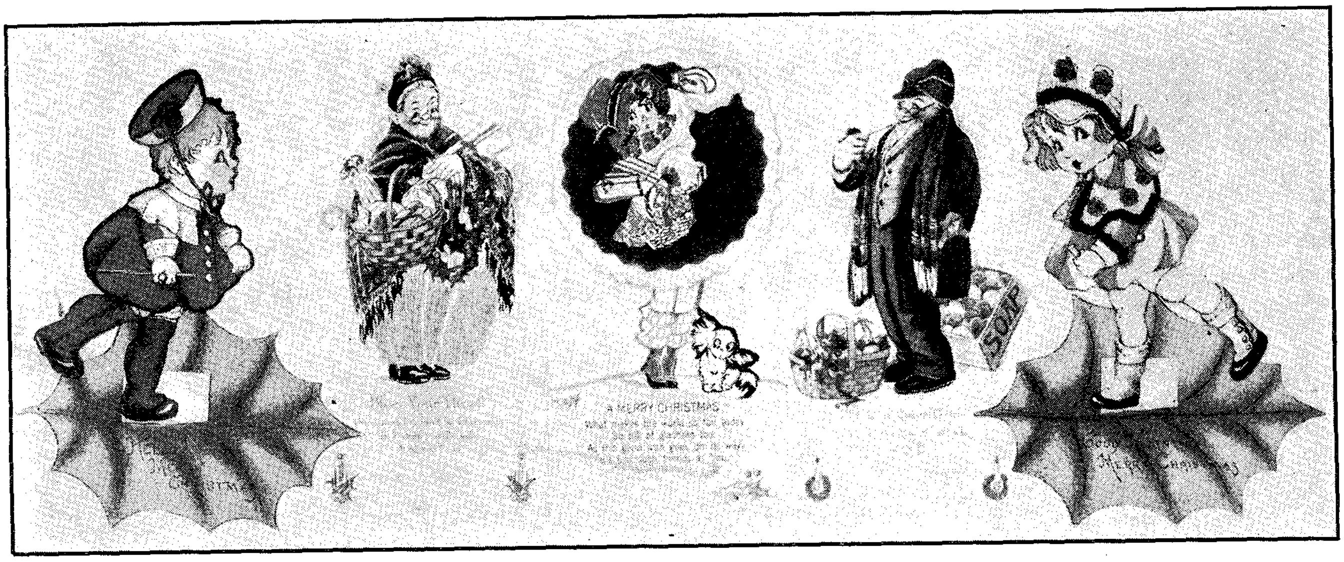
> "The plain fact is that Liberalism, whether true or false, is no mere 'heresy'—no mere divergence at isolated points from Christian teaching. . . . Modern Liberalism is not only a different religion from Christianity but belongs to a totally different group of religions. . . . The Church of Rome may be a perversion of the Christian religion, but naturalistic liberalism is not Christianity at all."

Accordingly,

> "Rev. Robert Shuler, of Los Angeles, predicts 'the formation of a mighty body of believers, the strongest and most powerful that ever shook the earth. Call them Fundamentalists or what you like, they are massing from the rivers to the ends of the earth. They are ready to break with any and all denominations when the call of God shall sound.' Rev. C. F. Koehler, of Ashland, Oregon, affirms, 'The coming battle will mean a new religious alinement, whereby either the present denominations will disappear and two great bodies be formed, or the evangelical Christians will withdraw from the denominations and either form a new church body or continue a wing of the original denomination with a new name.' In Philadelphia, *The Presbyterian* says, 'Let the Liberals go out from all the denominations and form an organization of their own. These rationalists usually talk about liberty and rights. Let them use their liberty to go!' With equal earnestness Professor Machen writes, 'A separation between the two parties in the Church is the crying need of the hour.'
>
> "It is not the conservatives who should withdraw, he contends, and the reason, he tells us, 'is found in the trust which the churches hold. That trust includes trust funds of the most definite kind. And contrary to what seems to be the prevailing opinion, we venture to regard a trust as a sacred thing. The funds of the evangelical churches are held under a very definite trust; they are committed to the various bodies for the propagation of the Gospel as set forth in the Bible and in the confessions of faith. To devote them to any other purpose, even tho that other purpose should be in itself far more desirable, would be a violation of trust.'
>
> "The proper course of action, he goes on to say, 'is perfectly open to the man who desires to propagate "liberal Christianity." Finding the existing evangelical churches to be bound up to a creed which he does not accept, he may either unite himself with some other existing body or else found a new body to suit himself.' That there are 'certain obvious disadvantages in such a course,' Professor Machen admits; it would involve 'the abandonment of church buildings,' a 'break in family traditions,' an 'injury to sentiment of various kinds.' Moreover, 'by withdrawing from the confessional churches—those churches which are founded upon a creed derived from Scripture—the liberal preacher would indeed sacrifice the opportunity, almost within his grasp, of so obtaining control of those confessional churches as to change their fundamental character. The sacrifice of that opportunity would mean that the hope of turning the resources of the evangelical churches into Liberalism would be gone.' But the Professor hastens to console the liberal by pointing out 'one supreme advantage,' which 'far overbalances all such disadvantages.'
>
> "This, he asserts, is 'the advantage of honesty.' Tho 'the path of honesty in such matters may be rough and thorny, it can be trod.' Indeed, 'it has already been trod—for example, by the Unitarian Church.' Says Machen, 'The Unitarian Church is frankly and honestly just the kind of church that the liberal preacher desires—namely, a church without an authoritative Bible, without doctrinal requirements, and without a creed.'
>
> "As the Professor assures us, 'Liberalism would certainly not suffer in the end. The liberal preacher would obtain the full personal respect even of his opponents, and the whole discussion would be placed on higher ground.
>
> "All would be straightforward and aboveboard. And if Liberalism is true, the mere loss of physical resources would not prevent it from making its way.' "

In Fort Worth, Texas, Mr. Hartt interviewed Rev. J. Frank Norris, in whose church the World convention of Fundamentalists has since been held. Mr. Norris, it seems, favors direct action, and believes in splitting Protestantism in two without delay. Reading on—

> "It was Norris who said to me at the very start of the first talk I had with him, 'There is going to be a new denomination.' He named the three distinguished Fundamentalists who are about to organize it. Of the present denominations he said, 'We're going to rip them up.' Soon—he named the time—the ripping will begin. Of the great schism that impends, he said, 'It's going to be a Bull Moose bolt.' "



VERY JOLLY AND AMUSING THESE ARE—BUT

What reminder do they bring that Christmas is a religious festival?

RELIGIOUS CARDS FOR CHRISTMAS

IT IS A FAR CRY to snowfall and Christmas, and a little early for concerning ourselves with stockings and trees; but it is not a bit too soon, we are told, to think about Christmas cards, that is, if we want those which will recall Bethlehem, the stable and the Child in the manger. December brings annually the complaint that most of the cards are purely secular, carrying jingles about sleighs, Santa Claus, roast turkey, Christmas pudding, full stockings, and the like, with little or only careless reference to Him in whose name the day is supposed to be observed. Complainants make up their minds that they will get more appropriate cards next Christmas, but after New Year's this resolution shares the common fate of things deferred or forgotten. So *The Churchman* (Episcopal), which receives yearly requests from subscribers, asking where they can get religious Christmas cards, advises that action be taken now, that the publishers be notified in time to fill the demand, if it is made sufficiently strong. Whether there ever has been much of a demand for religious cards is a question. It is noted that very few of the regular dealers in Christmas cards offer any of pertinent reminiscence for sale. Why? An enterprising parish, reports *The Churchman*, recently made an earnest effort to find out the cause and to suggest a remedy. This association, the Tuesday Lunch Club of Christ Church Parish, Williamsport, Pennsylvania, began by inquiring of a number of publishers of Christmas cards why they did not publish religious cards for the Nativity. Of the many answers received, four, from the largest publishing houses of Christmas cards, are quoted by *The Churchman* for their "special interest":

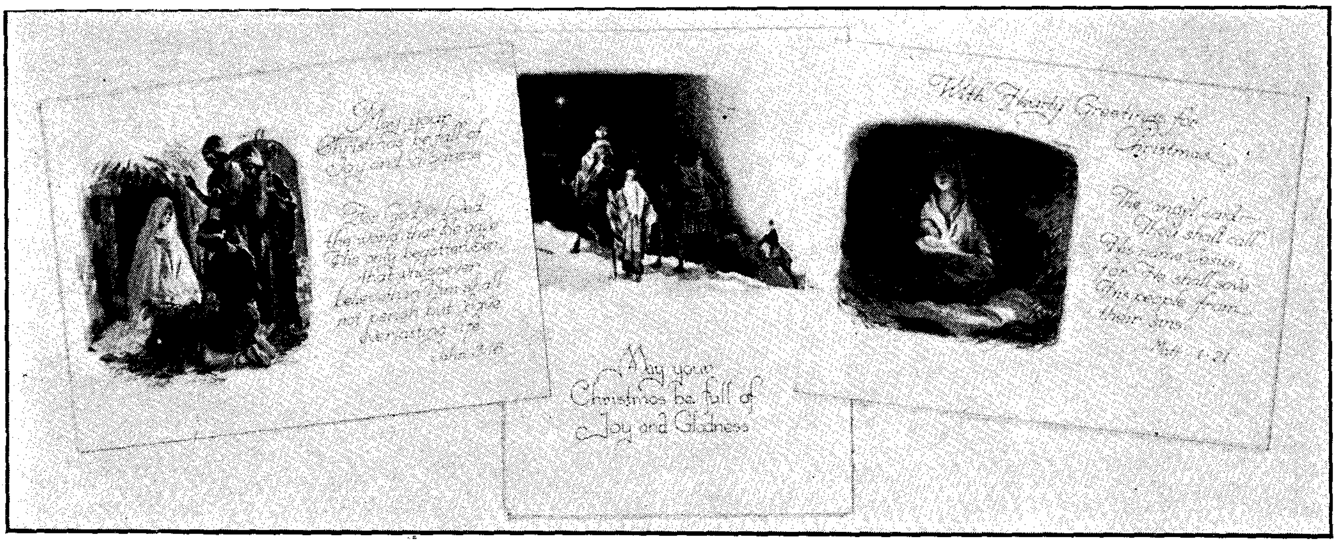
"1. We are one of several greeting-card publishers who have tried on several occasions to bring out a line of religious Christmas cards, feeling certain there would be a demand for them. Personally our experience has been unsatisfactory, as the dealers do not have a demand for them, hence refuse to put in stock.

"2. It has been our intention to publish religious Christmas cards as rapidly as the public demand, but it will surprize you to know that in the last five or six years it has been almost impossible to interest the dealers in cards of this nature.

"3. This is a timely and worth-while enterprise, but there is little demand for religious greeting cards; naturally, we must publish what the dealers call for.

"4. We have for some years published quite a line of religious Christmas greeting cards, but are very frank to state that the majority of the retail trade do not care for religious cards, for the reason—they claim—that the consumers prefer a cheery card that is not tied up with religion; hence we have to publish what the trade demands."

Noting the contradiction between what the dealers say and what the customers are charging, that they can not get religious


May your Christmas be full of Joy and Gladness
With Hearty Greetings for Christmas
Thou shalt call His name Jesus, for He shall save His people from their sins. Matt. 1:21
May your Christmas be full of Joy and Gladness

Courtesy C. R. Gibson & Co

HOWEVER, THE RELIGIOUS CHRISTMAS CARD HAS NOT VANISHED

Examples are still to be had—Madonna and Child, Star of Bethlehem, The Magi, etc., with Scripture texts accompanying the pictures.

Christmas cards from the dealers, *The Churchman* thinks that it is only a seeming, not a real contradiction, and says:

> "What happens is that people do not realize that the dealers must order their stock of Christmas cards during the early autumn, from samples prepared by the publishers in the early summer. The middle, or even the first of December is too late to 'demand' them. The right time is now. If people who want religious Christmas cards would go to-day to their dealers and tell them so, it would be possible for those dealers to supply the demand. But if the demand is not made until December, then it is too late for this year—and too early for next year; no dealer will feel sure enough of his customers to plan his orders so long in advance."

AMERICA'S RELIGIOUS BUOYANCY

"INFECTIOUS, BUOYANT AND UNPREJUDICED." Yes, that is a picture of America by a visitor to our shores who is not content merely to condemn. Remembering what some of our own critics say, we may not recognize ourselves in such glowing colors, and it is the more refreshing and inspiring to find that it is a foreigner who, instead of agreeing that we are as backward religiously as we are sometimes led to believe, asserts that we are endeavoring to shape our lives in accordance with the highest ideals. While stating that the critic, if he is so minded, can find much of "crudeness, blatancy, lack of proportion, sometimes even the stifling of spontaneity under a dead weight of organization," Prof. J. Y. Simpson, writing in *The British Weekly* (London) sees that these are mainly upon the surface. To be content, he says, to depict failings, "is to miss the basal fact of an infectious, buoyant, unprejudiced, and, I will add, fundamentally idealistic attitude toward the whole business of living, which is not to be confused with making a living." Professor of Natural Science in New College, Edinburgh, member of the British Delegation to the Peace Congress at Paris, writer and traveler, Professor Simpson appears well qualified to pass judgment on what he observes. In American religious thought he finds the characteristics to be: "unconventionality, freedom from prejudice, and the desire experientially to follow every line of investigation that may lead to the truth, even if it has eventually to be abandoned." He believes that "a non-theological stage in religion is dawning, and in the development of this will be found a distinctive contribution of America to religious thought." Admittedly this stage is only in its beginnings, he says, "and it will be interesting to see what becomes of it." Looking at the other extreme in religious thought, as it is represented in the Fundamentalist attitude, Professor Simpson comes to this optimistic conclusion:

> "Thus we find evidence of vitality over a wide range of religious life and thought. Better this, at any rate, than the indifference that 'cares for none of those things.' And if one of the penalties of her enormous heterogeneous and broadly scattered populations is the difficulty of presenting truth in all its persuasiveness as it is discovered afresh by each generation, so that its appeal is immediately and generally felt, yet it must surely be the case that, painful tho the process may be at the time, the sincere endeavor of the opposing groups to arrive at truth, and maintain it, when found, will in the end justify wisdom at the hands of all her children."

A summary of certain phases of current American religious thought given by Professor Simpson is sympathetic and understanding. With some familiarity with the differences of opinion which have caused our intra-church controversy, he writes:

> "Thus we may find a great theological school where students are fired with a desire to present and re-present Jesus Christ's kind of a life so that it shall prevail throughout the world, but to many of whom it is conceivable that a religion without any theology may be the outcome of their present understanding of things. Religion, they would say, following the idea of one of their great teachers, is mankind's attempt to come to terms with the cosmic environment in such a way as to promote the things Jesus loves and values. The cosmic forces are interpreted in terms of gods and the like. These gods are social creations, like the flag in patriotism. They enable people to realize the best in them for the environment. The gods of our established religions have been construed too much after political analogies—in legal terms, etc.—and social emotions and feelings are still roused by political associations. The Western world is trying rather to reinterpret religion with the use of scientific analogies—to reach an interpretation of religion in terms of membership of a group trying to relate human life to God. For a man is not going to give his *whole* soul, by way of dedication, to anything less than God, after the appeal that Jesus Christ makes to him. It is an inward judgment. What do they then understand by the Deity of Jesus? Orthodoxy, they will reply, maintains that you do not affirm Deity unless you affirm some kind of metaphysical substance or preexistence or miraculous origin of Jesus; God, on the other hand, really means to us a kind of spiritual existence—love, righteousness, and the like. What we mean by God, they will say, is a personal life of a certain type. Are we to affirm our belief in Jesus or God, they will ask, in a way that is *reasonable* or not? That is the question. Unitarians assume, they add, that they have not changed from the old days: they have changed as much as orthodoxy, but still represent an element that is negative and critical and aloof."

A NEW SPIRITUAL ENTHUSIASM

RELIGION IS NOT A DEFUNCT RELIC of civilization, says a voice reassuringly from an editorial observatory. The mind of America is striving for higher ideals; "there is a prevalent wish to extend the gospel of the Golden Rule." It is refreshing, amid all the alarms about the impending crash of civilization, the relegation of religion to the limbo of forgotten pagan rites, and the "war within the Church" to hear this note of comfort: "There is a marked and rising appeal for the evangelization of America. There was never a time when the average man was more ready for a warm and considerate presentation of the Christian faith." The feeling is not for America alone, goes on the Los Angeles *Times*. "There is also a hope and wish that organized Christianity exert its beneficent influence in the solution of the large problems of the world. We can not stay out of internation affairs if we would, and we would not if we could. If these questions are approached in the spirit indicated by the Man of Galilee, their settlement might be accomplished with less trial and tragedy." And "fewer scars would be left behind." It is also felt, we are told, that the churches should take part in the confrontation of those who would undermine our laws either by open defiance or subtle nullification. In this task, and in others, the Church is not called on to draw the sword, but to exert its influence, to set its example and to urge its purpose "with a vigor not to be misunderstood." This is being accomplished. For, in spite of friction within the Church, nearly 1,500,000 additions to the membership of American churches were made during the past year—"perhaps the greatest achievement of a single year in the history of the republic.' And "there are other millions at the door." In support of this optimism it is recited that—

> "The General Secretary of the Epworth League, who has recently returned from a religious survey of both the new and old worlds, says that citizenship and civilization are growing better and better. He has spent months among the peoples of more than a dozen European countries, and is fully convinced that there is an advancing spirit of idealism and an increased religious thinking among the youth of practically all of them.
>
> "It is easy to raise doubts. It is easy to make allegations that degeneracy and decay have set in. Such statements will ever receive attention. There is, however, evidence that the world is growing better in a spiritual way. The postwar era of hysteria and immorality, which has had its counterpart in the wake of every major conflict, is practically over. Politically and economically, many nations are still upset and may remain so until the people dismount their politicians. But through it all there is a quiet but steady turning to religion, and the churches are accepting their opportunities for leadership in the spiritual and moral upbuilding of humanity."

Just lift it to your lips!

And you will be tasting the most famous soup in the world! And your taste will tell you why! Just to see a steaming cup of Campbell's Tomato Soup is to stir your appetite. The fragrance of it is a further challenge. But the *tasting* of it! How delicious it is! How tonic and stimulating — how nourishing! For *this* is a tomato soup which is pure tomato — just the juices and fruit "meat" strained to a rich, smooth puree, blended with fine country butter and delicate seasoning. So refreshing, so tempting in flavor that you want it again and again — and have it!

Campbell's
CONDENSED
EXPOSITION UNIVERSELLE INTERNATIONALE
1900
TOMATO
SOUP
LL SOUP COMPANY
EN, N.J., U.S.A.

21 kinds
12 cents a can

CURRENT POETRY

Unsolicited contributions to this department cannot be returned.

THE best of the "new poetry" from the other side, it seems to us, comes from the Sitwells. It is puzzling to those grown case-hardened in old verse forms, but the new must be welcomed and understood. This is from the London *Spectator:*

ALONE

By Osbert Sitwell

From my high window,
From my high window in a southern city,
I peep through the slits of the shutters,
Whose steps of light
Span darkness like a ladder.
Throwing wide the shutters
I let the streets into the silent room
With sudden clatter;
Walk out upon the balcony
Whose curving irons are bent
Like bows about to shoot—
Bows from which the mortal arrows
Cast from dark eyes, dark-lashed
And shadowed by mantillas,
Shall in the evening
Rain down upon men's hearts
Paraded here, in southern climes,
More openly,
But, at this early moment of the day,
The balconies are empty;
Only the sun, still drowsy-fingered,
Plucks, pizzicato, at the rails,
Draws out of them faint music
Of rain-washed air,
Or, when each bell lolls out its idiot tongue,
When Time lets drop his cruel scythe,
They sing in sympathy.
The sun, then, plucks these irons,
As, far below,
That child
Draws his stick along the railings.
The sound of it brings my eye down to him.
Oh, heart, dry heart,
It is yourself again!
How nearly are we come together!
If, at this moment,
One long ribbon was unfurled
From me to him,
I should be shown
Above, in a straight line—
A logical growth,
And yet,
  I wave, but he will not look up;
  I call, but he will not answer.

From where I stand
The beauty of the early morning
Suffocates me;
It is as if fingers closed round my heart.
The light flows down the hills in rivulets,
So you could gather it up in the cup of your
    hands,
While pools,
The cold eyes of the gods,
Are cradled in those hollows.
  Cool are the clouds,
Anchored in the heaven;
Green as ice are they,
To temper the heat in the valleys
With arches of violet shadow.

THERE is dignity, sincerity and verbal magic in this; also a note of modern doubt. *The Presbyterian Witness* supplies this infrequent visitor from the religious press:

WHERE IS THY GOD?

(Psalm 42)

By J. Lewis Milligan

Like as the hart, athirst in desert dreary,
  Pants for the brooklet and the soft green sod,
So doth my soul, with toil and sorrow weary,
  Yearn for the presence of the living God.

By day and night my inmost heart is shaken
  With grief and fearing, while the scoffers say:
"Where is thy God, that thou art thus forsaken?"
And in my shame I turn my face away.

There was a time, when Sabbath bells were ringing,
  I went rejoicing to the House of Prayer,
Joining with rapture in the reverent singing,
  Soaring on wings of faith to mansions fair.

And now, with downcast eyes and ever grieving,
  I go reluctant and with heavy tread,—
Why, O my soul, art thou so unbelieving?
  Trust thou in God, He shall lift up thy head.

The Lord will yet command His loving kindness,
  Even when the day of toil is hard and long;
And when the night enshrouds my soul with
    blindness,
  His presence shall rise in me like a song.

The New Republic brings us this infrequent writer who touches off the ghostlore that lies in the Irish people.

THE GHOST

By James Stephens

(after the Irish of Cú Connacht O'Cléirí)

To Osborn Bergin

Do not salute me, I am not your friend;
The man whose face I seem to bear is dead,
I am his ghost.

If it could grieve his friends or had he been
In debt to them, how quickly they had heard
That he was dead.

Ye deem I show not as an airy sprite
Or phantom thinly shuddering again
To its old shape.

From now your senses all are witched away,
The shape that ye salute is but the ghost,
The soulless one.

Him ye know not ye greet as he were known!
Ye greet a goblin! Woe to him that shall
Be haunted by me!

Ye dream, although I tell and tell the tale,
He is not dead—but I remember well
The day he died.

Should he complain who by an angel face,
And angel vision, was translated
Deathlessly!

Could he outlive the wonder and the beauty
That slays all men! he saw that loveliness
And must be dead.

He fell not out in strife nor died in woe,
A very wildest wildness of delight
Hath killed him.

Not misery nor hate had fetched him down,
Not love, nor love for her—terror it was
That blinded him.

The terror of her beauty slew that man:
All icily new come from life he hears
He is not dead.

He will not tell her lips that did not dare
To look on them—but what his eye dared not
His mind's eye saw.

Remembering him, let no man brood upon
Her brow, her cheek—a ghost, a wailing woe
That dolt will be.

This death was painless, death by her again
Might well be dreadful—O God, forbid
She raise her dead!

The Hound of Connacht once that man was called:
His name and fame were known
Among the wise.

So much verse called out by the President's death has reached our desk that we can not possibly reproduce it all. Most of it exhibits the gift of heart possest by the American people. We will let this one which appeared in the New York *Herald* stand for the group:

CONQUERORS

By Kathryn White Ryan

Three conquerors were marching across the land
    that day,
Three conquerors were marching and all the land
    made way.
  Death in his black robes, Love in his shining,
  Leading in between them a nation bowed in
    grief.

They marched through the mountains,
They marched through the grain,
And in and out the hearts of men
And up and down the lane.
And each man felt the brush of wings
As love went by, and pain.

Three conquerors were marching, the Nation,
    Love and Death.
One traveler was resting now where winds have
    no least breath.
  One friend had lain his life down now,—
  Unclamped the crown that hurts the brow.

Around him like inclosing hills,
Around him like tossed daffodils
The millions stood, the millions massed,
The millions—they who asked so much
Death softly loosed their tightening clutch.

Three conquerors were marching, Death, Nation,
    Love alight.
One conqueror was marching across the stars that
    night.

VERY English in its ballad spirit is this from the London *Saturday Review:*

THE DROWNED SEAMAN

By Maude Goldring

There came a seaman up from the sea.
'Sailor, what is your will of me?'

He rolled in his gait as seamen use,
His eye was stern, that I might not choose.

But fetch him baccy, and make him tea.
'Sailor, what is your will of me?'

He puffed at a pipe that gave no smoke,
Then this strange word from his lips there broke:

'I was drowned in the Skagger-Rack,
But we fought 'em fair, and we beat 'em back.

'Now which of these laughing lads shall be
Seamen to learn the ways of the sea?'

He looked at the lads, and they left their game,
And wide-eyed over the grass they came;

And each one spoke, and thus said he:
'Sailor, what is your will of me?'

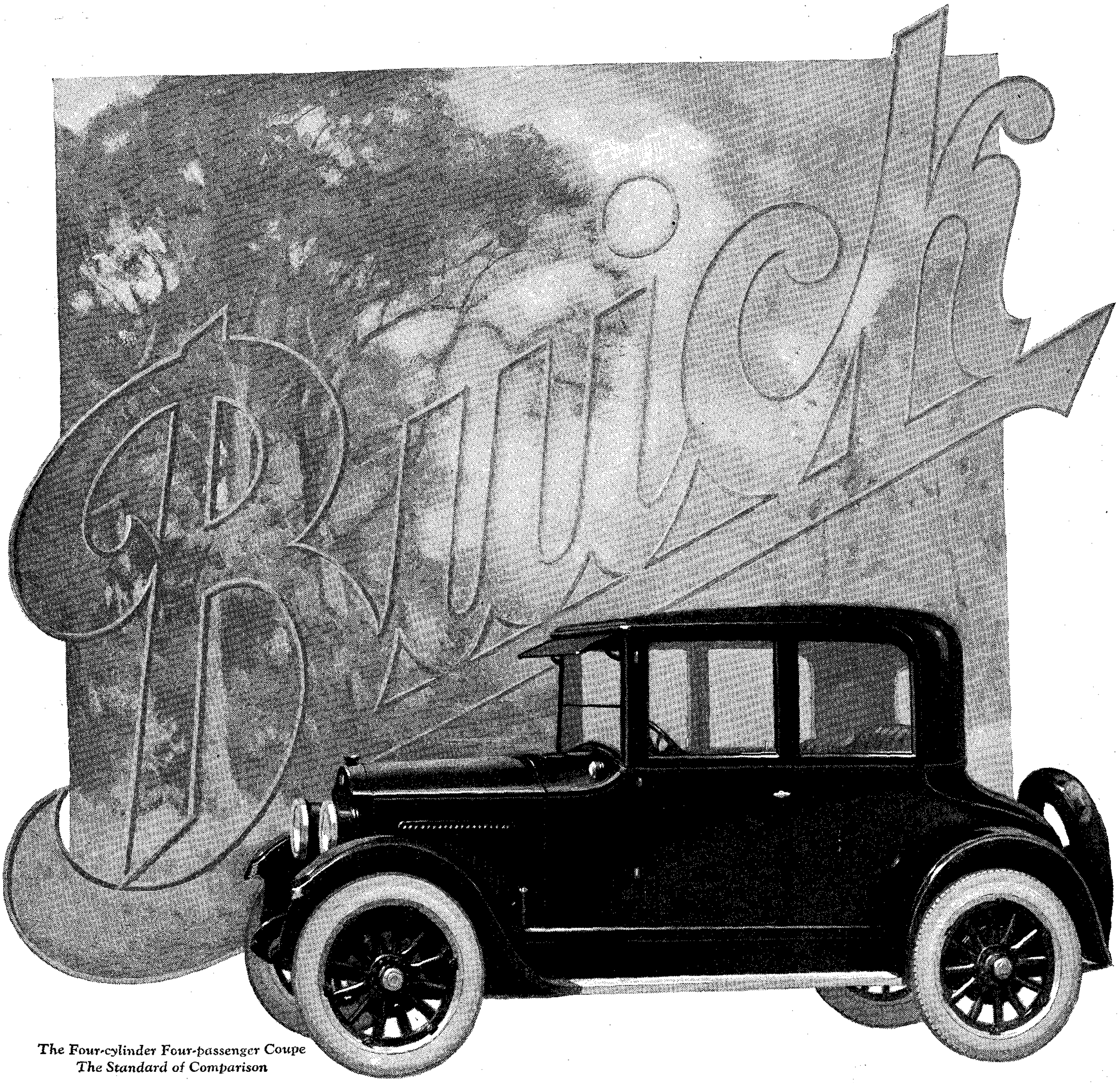
HOWEVER we view death, we welcome the picture in the last two lines of this from *The Atlantic:*

THE OLD ENEMY

By Sara Teasdale

Rebellion against death, the old rebellion.
  Is over; I have nothing left to fight;
Battles have always had their meed of music,
  But Peace is quiet as a windless night.

Therefore I make no songs—I have grown certain,
  Save when he comes too late, death is a friend,
A shepherd leading home his flock serenely
  Under the planet at the evening's end.



The Four-cylinder Four-passenger Coupe
The Standard of Comparison

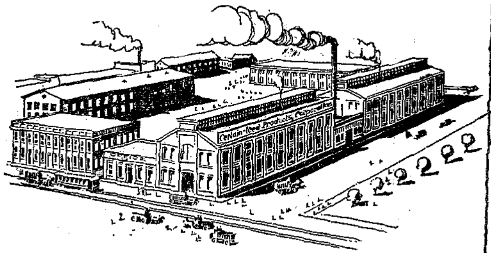
THE new Buick four-cylinder Coupe provides roomy comfort for four passengers. The wide seat for two, placed well back from the comfortable driver's position, and the cushioned folding chair for a fourth occupant, are designed and arranged with more than ample space for restful ease. A new Buick valve-in-head engine provides greater power, while proved Buick four-wheel brakes bring greater driving safety.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

BUICK MOTOR COMPANY, FLINT, MICH.
Division of General Motors Corporation

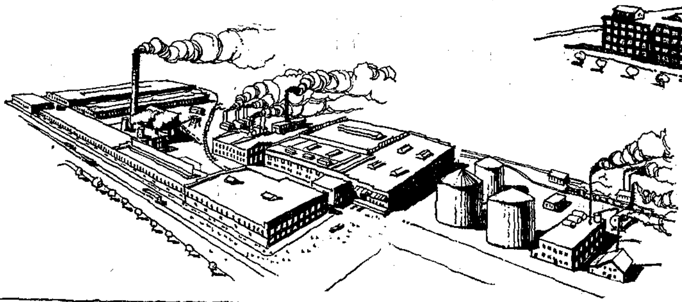
Pioneer Builders of
Valve-in-Head Motor Cars

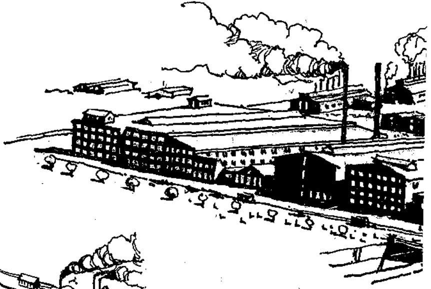
Branches in All Principal Cities
Dealers Everywhere



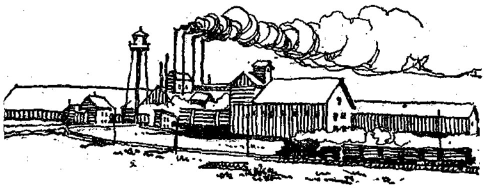
Plant No. 6—St. Louis, Mo.
A complete plant making house paints and varnishes and paint specialties.

Plant No. 1—East St. Louis, Ill.
The first roll of Certain-teed, the most widely used brand of roofing in the world, was made here. Nearly everybody, at some time, has been sheltered by a Certain-teed roof. To be found on millions of buildings throughout the world.

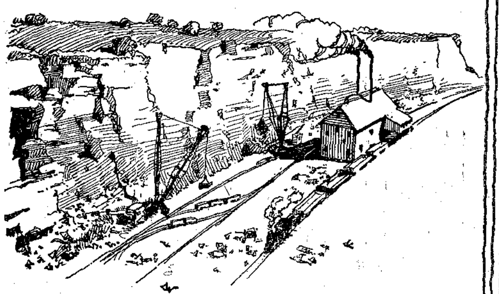




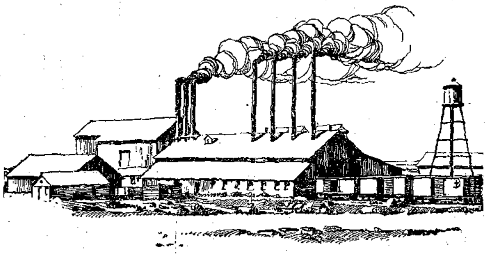
Began making floor coveri
Its products have been wi
tremendous quantities of



Plant No. 13—Laramie, Wyoming
Certain-teed Acme plant supplying the inter-mountain territory with gypsum hard wall plaster.



Plant No. 11—Cement, Oklahoma
Rock crusher and huge quarry supplying crushed gypsum rock to Portland cement plants.



Plant No. 9—Grand Rapids, Mich.
This Certain-teed Acme plant making gypsum plaster and gypsum blocks is now being rebuilt to three times its former capacity.

WE are a nation of builders.

From the rough hewn stockade of the pioneers to the latest towering marvel of steel and cement, the need for better materials has increased with the growth of our Country.

To supply these materials hundreds of factories were built and expensive sales forces were organized, each with its own standard of production and system of distribution—many with little or no standards or system.

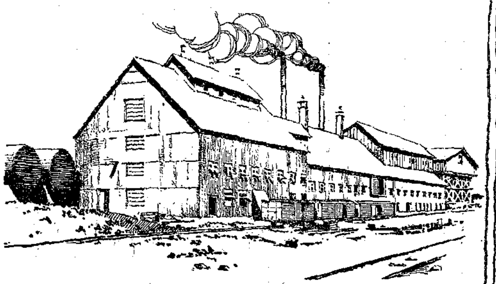
Waste was inevitable; quality uncertain; price a matter of barter—so that buyers of the previous generation might well heed the old Latin warning *caveat emptor*—"let the buyer beware."

But within twenty-five years a peaceful revolution has relieved the buyer of all uncertainty and placed the responsibility squarely on the shoulders of the manufacturer.

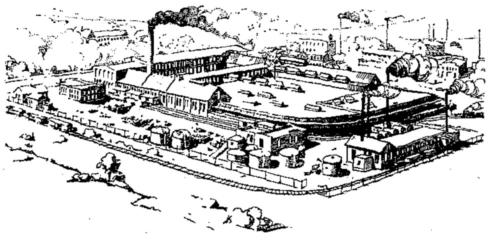
Certain-teed fully accepted this responsibility. Today, over one hundred products of usefulness and beauty are made in the sixteen plants you see on this page; each product uniform in its enduring quality; each made by the most modern and economical process, each reaching you over the shortest possible distance with the least possible expense.

Each and all are united under one policy, one sales organization and one brand—the brand that means—Certain satisfaction—Quality guaranteed, the brand known everywhere as Certain-teed

BUILD TO ENDURE WITH CERTAIN-T

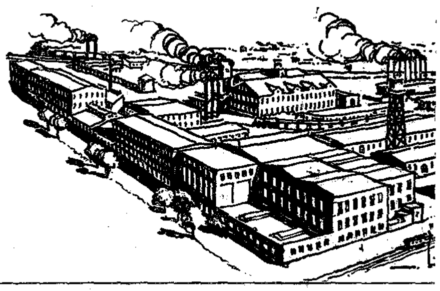


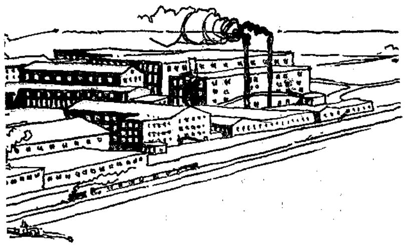
Plant No. 14—Gypsum, Oregon
Another Certain-teed Acme plant producing gypsum cement plaster and gypsum blocks. The lightness, fire-proof qualities and speed with which walls can be constructed with gypsum blocks are causing them rapidly to displace other methods.



Plant No. 5—Niagara Falls, N. Y.
Powered by the mighty Niagara there is yearly output here to roof over a hundred thousand homes.

Plant No.
Formerly Cooks Linoleum, now one of
plants in the world, turning out this yea
wide from London to San Francisco. T



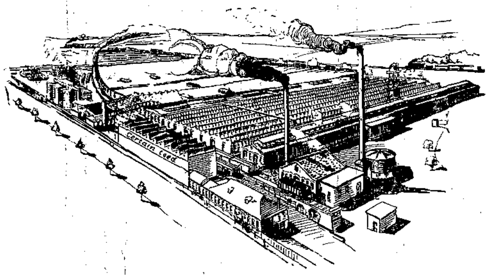


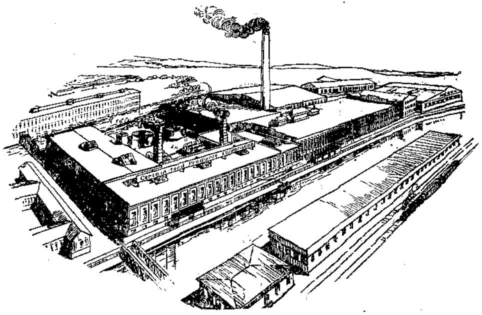
hiladelphia, Pa.

d years ago as Thos. Potter Sons & Co., Inc.
l for several generations. Today is producing
oleums, printed linoleums, Floortex (felt base
, and oilcloth.

Plant No. 3—York, Pa.

Manufactures in one working day 50 miles of roofing and building paper for the Eastern portion of the United States, Cuba, South America, Europe and South Africa.



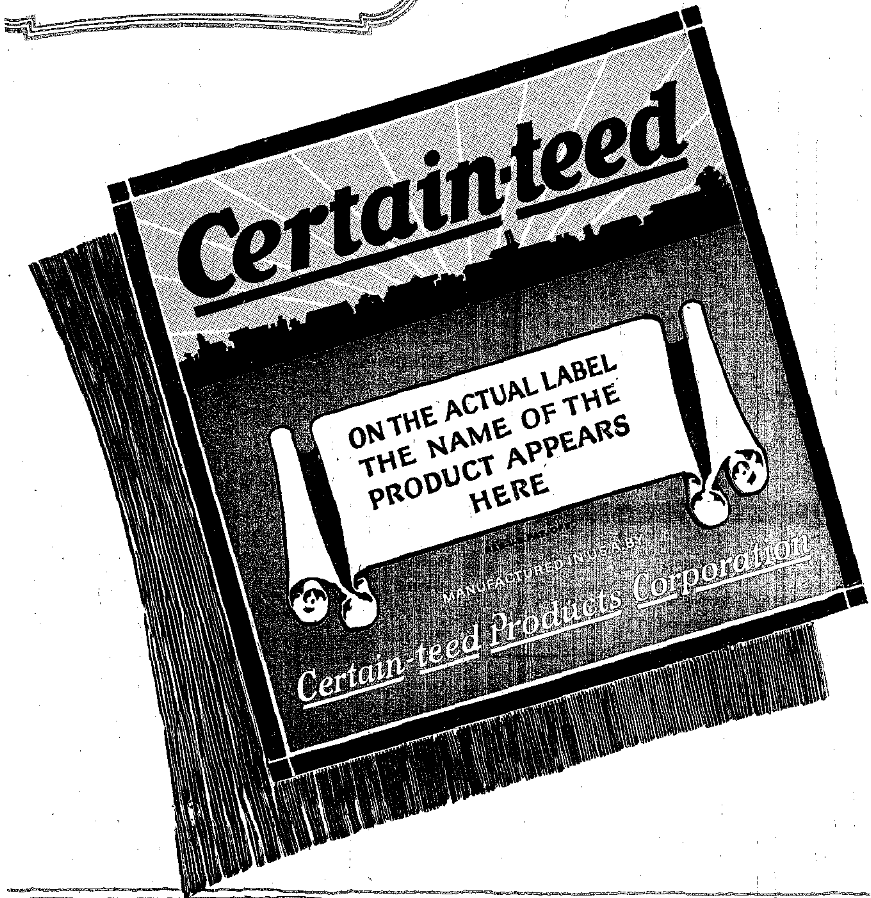


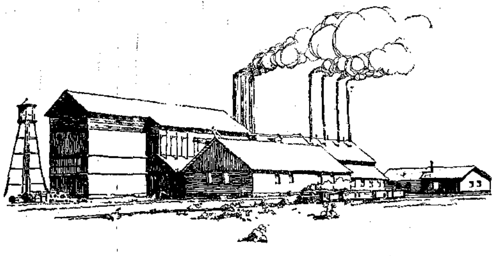
Plant No 2—Marseilles, Ill.

A year's output would roof the homes of a city of 600,000 people, or would provide shelter for all purposes on thousands upon thousands of farms.

We call this label the "Label of over a hundred satisfactions" because we put it on more than a hundred different products which we know are all right, and will give you more service than you pay for This label represents CERTAIN satisfaction—quality guaranTEED

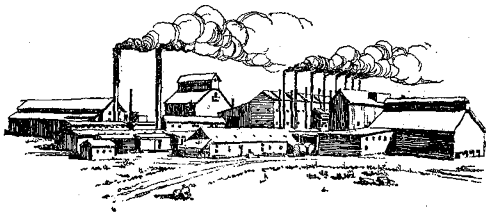
President


Certain-teed
ON THE ACTUAL LABEL THE NAME OF THE PRODUCT APPEARS HERE
MANUFACTURED IN U.S.A. BY
Certain-teed Products Corporation



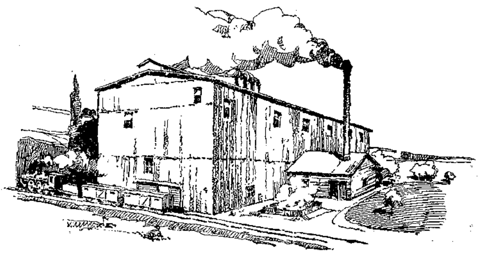
Plant No. 8—Acme, New Mexico

A modern gypsum plaster products plant located upon one of the finest natural deposits known. Makes the well-known Certain-teed Acme cement plaster and gypsum blocks.



Plant No. 10—Acme, Texas

A complete Certain-teed community is dependent upon this plant, surrounded by 8000 acres of gypsum deposits from which are made Certain-teed Acme cement plaster and gypsum blocks.

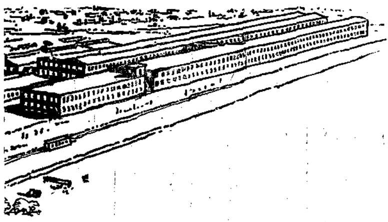


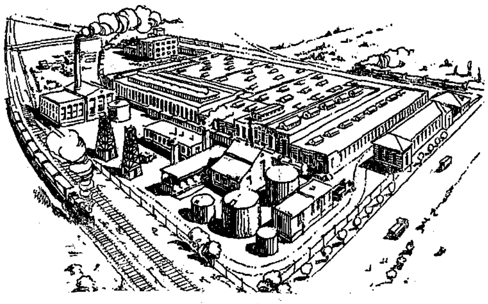
Plant No. 12—Acme, Oklahoma

One of the numerous Certain-teed Acme plants producing gypsum hard wall plaster, now being used so generally in the better type of buildings

I. J.

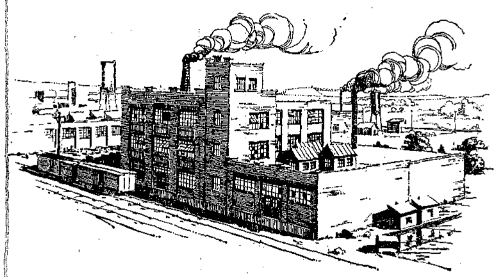
its. One of the greatest linoleum
products to cover a path one yard
meet the average needs of half-a-





Plant No. 4—Richmond, Cal.

Turns rags into roofing for the Pacific Coast, Australasia and the Orient.

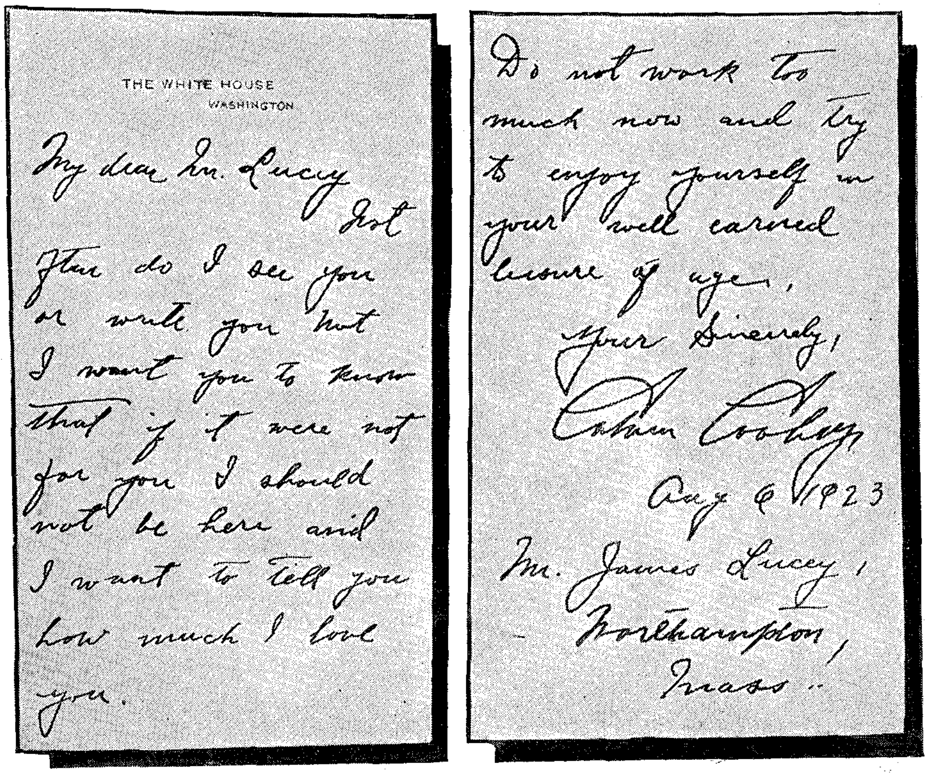


Plant No. 7—Richmond, Cal.

A modern efficient paint plant making high grade paints and varnishes.

TWO MEN WHO HELPED MAKE THE PRESIDENT

TWO VERY DIVERSE AMERICAN CITIZENS are receiving most of the credit, leaving aside the President's relatives, for what and where Calvin Coolidge is to-day. He himself lately acknowledged his indebtedness to one of these men in the frank declaration that "If it were not for you, I should not be here." There is a little story, as well as a long friendship, behind that announcement, made in a letter to a Northampton shoemaker and philosopher. The name of this President-maker is James Lucey, and he still works from twelve to fourteen hours a day in his shoemaking shop. The other man who is receiving credit, perhaps even more credit, for the fact that Mr. Coolidge is now President of the United States, is Frank W. Stearns, a Boston banker, financier and philanthropist. Mr. Stearns is variously referred to as "the Christopher Columbus of Coolidge," or "the Mark Hanna," or "the Colonel House," or "the Harry Daugherty" of the President, by enterprising journalists, who already look upon him as one of the foremost figures in the new Administration. Mark Sullivan, with a record as a political expert, emphatically announces, however, that Mr. Stearns is not a Mark Hanna, nor a Colonel House, nor even a Daugherty. The curious fact is, says Mr. Sullivan, that the Boston banker, during the years he has devoted himself largely to "putting Mr. Coolidge across," has really been "backing his own ideals by proxy." Mr. Stearns, we are told, feels Mr. Coolidge's importance to the nation so strongly that backing him is nothing less than a form of philanthropy to his fellow citizens. The Boston man, already a familiar figure in Washington, has become a center of interest to politicians from all over the country, reports a Washington correspondent of the New York *Tribune*, but to their amazement and despair, he announces that he is not in politics, and wouldn't think of asking a favor, or even making a suggestion to the President, for fear of being "turned down cold."



THE WHITE HOUSE
WASHINGTON

My dear Mr. Lucey
Not often do I see you or write you but I want you to know that if it were not for you I should not be here and I want to tell you how much I love you.

Do not work too much now and try to enjoy yourself in your well earned leisure of age.

Yours Sincerely,
Calvin Coolidge
Aug 6/1923

Mr. James Lucey,
Northampton,
Mass.

P. & A. photograph

A DRAMATIC ACKNOWLEDGMENT OF A GREAT DEBT

This unusual letter from the President to Mr. Lucey refers not only to much good advice but to a very specific bit of political assistance that came along just when Mr. Coolidge needed it most.

The other President-maker, Mr. Lucey, of Northampton, however, has not hesitated to add a bit of advice to the large amount which he is credited with having given Mr. Coolidge from time to time. In reply to the President's recent friendly letter, reports a staff correspondent of the New York *World*, Mr. Lucey says he told Cal "Just to keep on doing as he has been doing." Mr. Lucey says, according to this interviewer, that he further advised the President: "Don't pay any heed to these criticizers. Don't say nothin' to them at all. Jest keep on doin' like you made up your mind to, and you will come out right, as you always have."

The President is said to have referred to Mr. Lucey as his "guide, counsellor and friend," through a number of his formative years. The little incident that inspired the President to announce that, but for Mr. Lucey, he would not be where he is now, is recorded by the New York *Times*. The two first met, runs this record,

> When Coolidge was a student at Amherst. Coolidge wanted to have a pair of shoes repaired and a fellow-student recommended Lucey. It is not difficult to understand how a friendship soon developed between these two men, who both believe in doing the day's work, whatever that work may be.
>
> "Many young fellows are bright," says Lucey, "but not many of them have wisdom down below their brightness. Cal had it, and that's what made him stand out, in my mind, from among the rest."
>
> Coolidge became a regular visitor at the shop. After his graduation, he returned to Northampton, entered a law office and politics. Here now was the second tie between the shoemaker and himself. Lucey has the Irish gift for politics. "There were already four or five Vermont fellows trying to get into Northampton politics, and the local politicians resented it. And here was Cal trying to hop in, too."
>
> Lucey advised his friend, worked for him. Coolidge got a foothold, began to climb the political ladder. "No, the Republicans didn't like Cal, but there were Irish Democrats who could be coaxed into voting for him." And Lucey coaxed.
>
> The crisis in Coolidge's political career came in 1907. He had held a number of small elective local offices, and was now running for the Massachusetts House of Representatives. A popular man was on the Democratic ticket, and the fight was a bitter one. Coolidge won by thirty-six votes. That victory gave him his opportunity. From then on his climb up the ladder was steady. Lucey was responsible for securing a good many more than the thirty-six votes that turned the scale. And it is to that service that the President refers when he said in his letter: "If it were not for you I should not be here."

Mr. Lucey, reports this correspondent, is much disturbed by the fact that many of the numerous newspaper stories, started by the President's letter to him, have made him out to be an unlettered, grotesque "character." What possible bond of interest, asks the *Times* correspondent, could there have been between this

The Business Man's Time-Saver

for Economical Transportation

CHEVROLET

Utility Coupé, $680 *f. o. b. Flint, Mich.*

The heavy and increasing demand for this model has compelled us largely to increase our production schedules and facilities.

This car was designed and built particularly for business uses, providing most economical transportation for salesmen on the road or for business men in daily trips to and from office or factory. It is also very popular with physicians, teachers, and young couples.

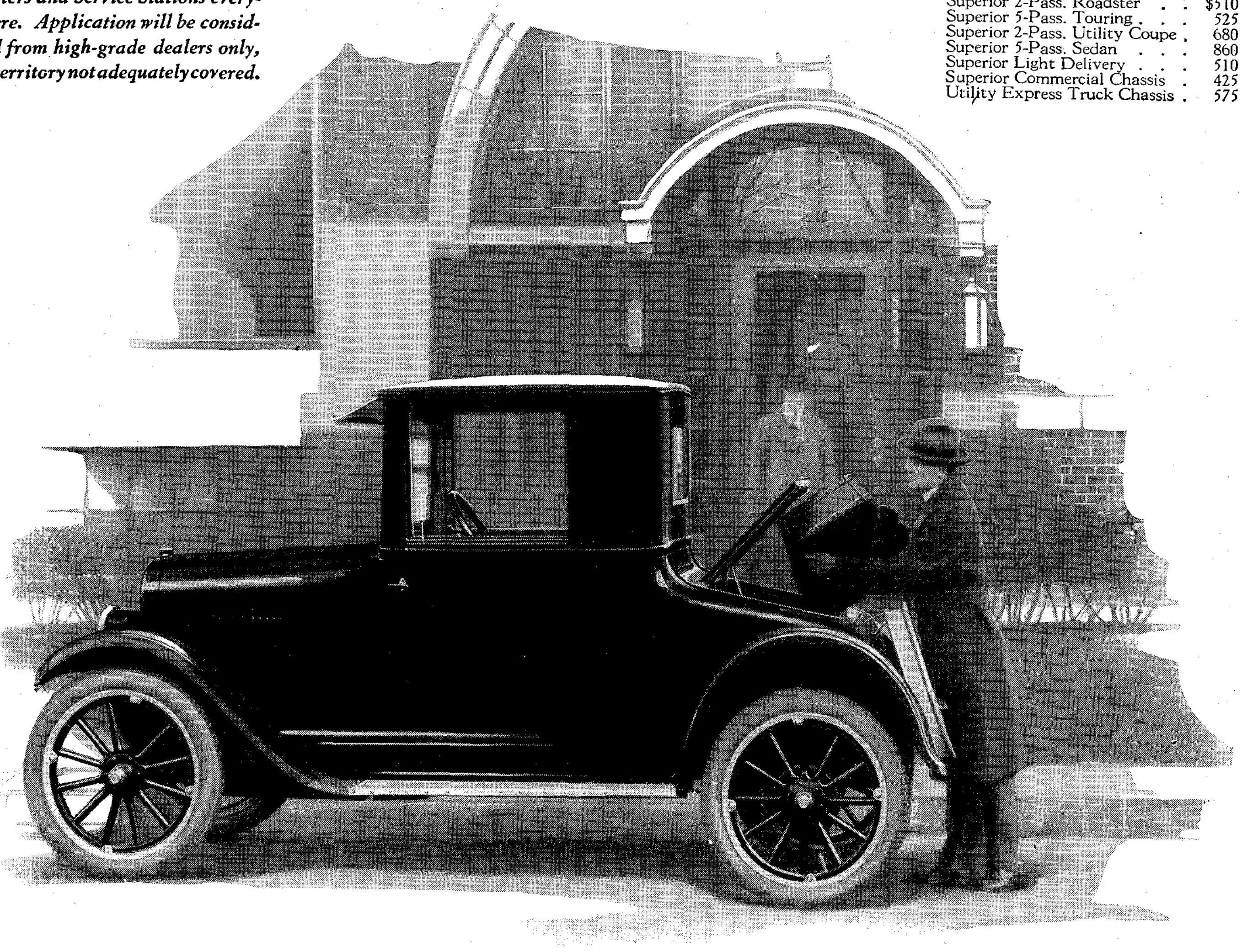
It combines enduring quality, comfort and great economy.

Chevrolet Motor Company
Division of General Motors Corporation
Detroit, Michigan

Dealers and Service Stations everywhere. Application will be considered from high-grade dealers only, for territory not adequately covered.

Prices f. o. b. Flint, Michigan

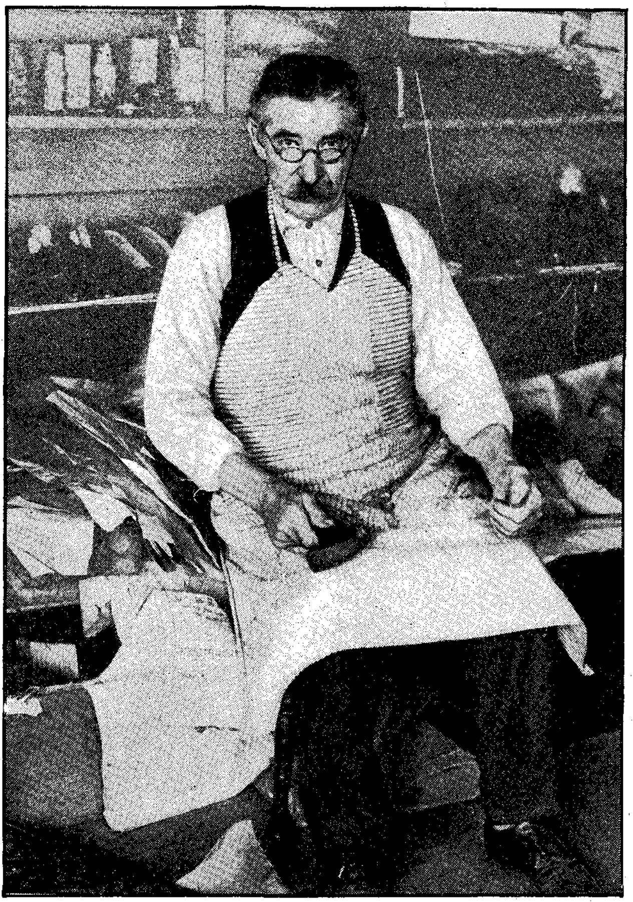
Superior 2-Pass. Roadster	$510
Superior 5-Pass. Touring	525
Superior 2-Pass. Utility Coupe	680
Superior 5-Pass. Sedan	860
Superior Light Delivery	510
Superior Commercial Chassis	425
Utility Express Truck Chassis	575



person and the man who is now in the White House? Go to Northampton, suggests the writer—

And it is easy enough to solve the riddle. The facts have no strangeness, but a very wholesome human interest. And in that Massachusetts college town the facts are easy to get, the only difficult source of information being Lucey himself. The shoemaker (with provocation) is mad as a hornet at newspaper men; and tho, toward the end of a two-hour session with him in his little basement shop, the present writer coaxed him into a reasonable state of communicativeness, Mr. Lucey continually spoke of correspondents as "you scribblers for the press."

There is nothing illiterate or grotesque about Lucey. He talks the same English that the average American does, except that there is a slight brogue, as is right and proper in a man who was born and raised in County Kerry.



P. & A. photograph

A DEALER IN LEATHER AND PRESIDENTIAL TIMBER

But for the timely assistance of this man, James Lucey of Northampton, Calvin Coolidge, on his own acknowledgment, would not now be the President of the United States.

Despite his sixty-six years, most of them spent on the shoemaker's bench, he stands straight, shoulders back. "And you scribblers for the press say I'm a little, bent cobbler," he declaims. "No more bend in me than there was forty-odd years ago, when I left Ireland. I may be short, but I weigh a hundred and sixty pounds." Here he slapped his thigh a smart blow to demonstrate its sturdiness. "I'll bet I weigh more than the President of the United States does."

Lucey is a "character" to just this extent: He isn't at all ashamed of his humble calling. On the contrary, he takes pride—just now it's a fierce, assertive pride—in the fact that he knows his job and he knows it from the ground up. His only shame would be in doing an ill piece of work. His pride is fierce, assertive, because the "scribblers for the press" have called him a cobbler.

"As I once explained to the head of the department of English of Smith College," says he, "a cobbler is a bungler, a botcher, a man who doesn't know his business. No, sir, James Lucey is no cobbler—he's a shoemaker.

"People may leave Northampton, but they keep on sending to James Lucey. He makes shoes and he repairs them. Last week, a man in Detroit sent me a pair of shoes to mend. Here's a pair that's going to Philadelphia. James Lucey knows his business."

Also, James Lucey knows the world. Not only has he had to wrestle with it at close grips to earn a living for himself and his family, but he has also been something of a local politician. Those shrewd blue-gray Irish eyes of his have been watching men and events for a good many years. He has the courage of his convictions. What he thinks, he says; nor does he hesitate to be peppery if he thinks the occasion demands pepper, let the pepper fall on whom it may.

The last paragraph of President Coolidge's letter to the shoemaker read: "Do not work too much now, and try to enjoy yourself in your well-earned leisure of age." Says James Lucey: "I've worked fourteen hours a day for the last thirty-odd years. I've raised a family of eight. Educated all of them; sent some of them through college. Never been in court except to recommend a man for citizenship. And always paid 100 cents on the dollar."

Perhaps Mr. Coolidge could make exactly the same statement as he made to Mr. Lucey, "If it were not for you, I would not be here," to a very different type of man. Frank W. Stearns, of Boston, is called by a recent interviewer, "the chief confidant of the President, and the prime puzzle of the politicians." Mr. Stearns deliberately set out, some years ago, to make Calvin Coolidge President of the United States. He has, to-day, writes Morton Berg, from Boston to the New York *American*, "the right to voice the supreme 'I told you so' of our national politics." Mr. Berg expresses his conviction that:

The name of Frank W. Stearns will soon become as well known to the American people as the name of Mark Hanna was in President McKinley's day, or those of Cleveland H. Dodge and E. M. House were in Woodrow Wilson's Administration.

Like Mr. Hanna and Mr. Dodge, the closest friend of Mr. Coolidge is a millionaire, but his wealth is not Mr. Stearns's chief distinction.

He is the head of R. H. Stearns & Co., one of the largest Boston department stores, a director of the American Trust Company of Boston, a trustee of the Provident Institution for Savings, a trustee of Amherst College, a director of Bunker Hill Boys' Club, and of the Boston Children's Hospital, and a director, also, in several banks and in such purely benevolent organizations as the South End House, a famous social settlement, and of the Civil League for Immigrants.

Mr. Stearns's confidence in and affection for Calvin Coolidge are so controlling that his principal object in life in the last seven years has been to promote Mr. Coolidge in politics.

Back in 1916 Calvin Coolidge was Lieutenant-Governor of the Bay State. At the Republican National Convention in Chicago that year Frank W. Stearns was on hand—his first appearance at the national convention.

Senator Murray Crane was performing gumshoe work in behalf of a nomination for Charles E. Hughes. The day before the convention was to open Stearns dropt into Crane's hotel room for a chat. After Stearns left, Judge Field of Northampton called on Crane, who remarked:

"Your old friend Frank Stearns was just in here to see me."

"I heard Stearns was in Chicago," said Judge Field. "Uncle Murray" chuckled, then asked:

"Who do you think is his candidate for President?"

"Oh, Hughes I suppose."

"No, sir—E-E"—said the political fox of the Berkshires. "Calvin Coolidge."

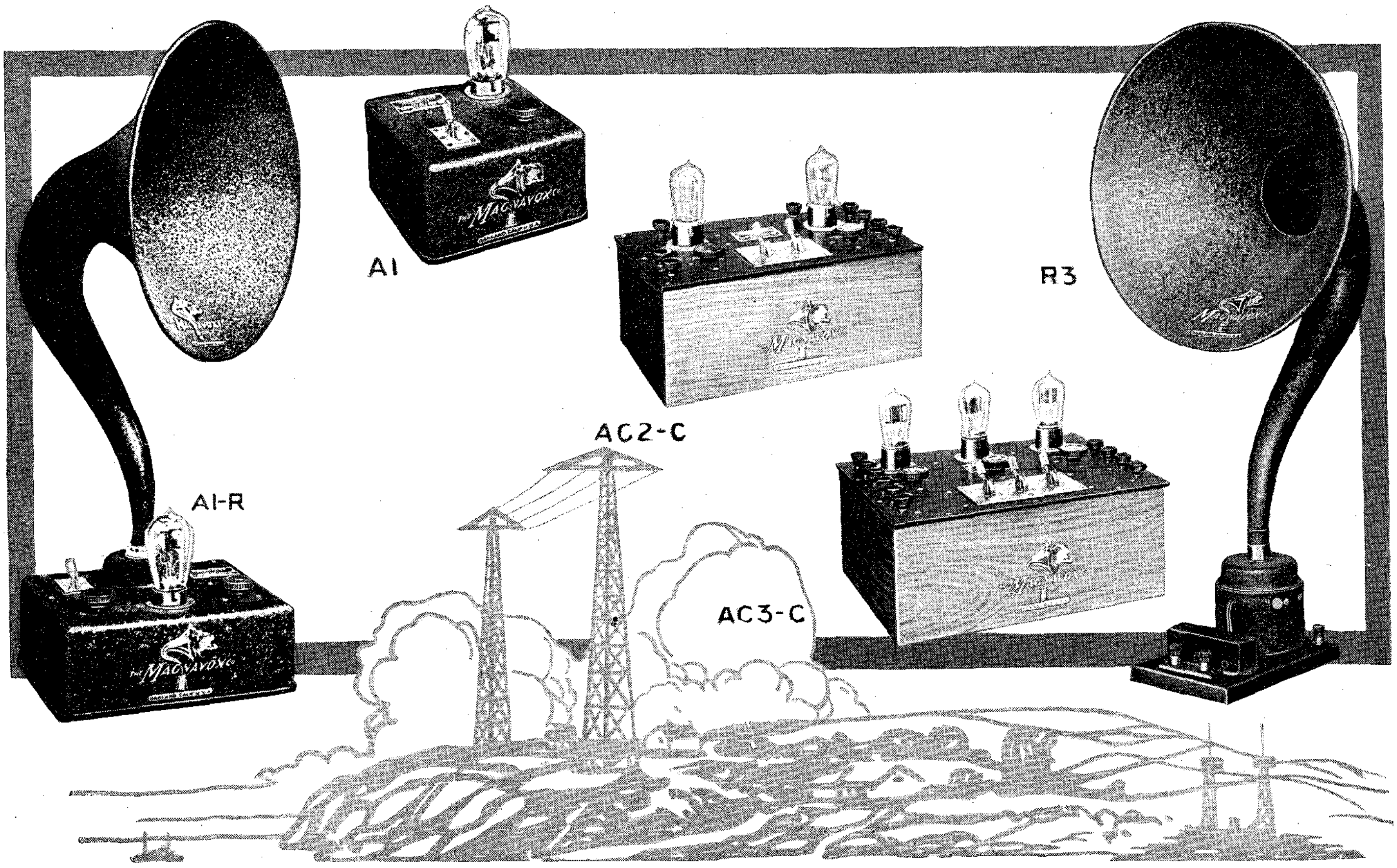
Having said which, Senator Crane had to laugh heartily. Judge Field saw the joke, too. They were much amused at the political folly of Frank W. Stearns.

Murray Crane was one of the shrewdest and most far-seeing men that Republican politics ever produced. But his acumen, his almost uncanny foresight in perceiving the trend of events and his ability as a picker of candidates was a clouded vision compared to the everlasting and indomitable faith of Frank W. Stearns that "Cal" Coolidge would some day occupy the Presidential chair.

Mr. Stearns is sixty-six years old and a graduate of Amherst College, class of 1878. He is of medium height and more than medium girth. The reporter adds:

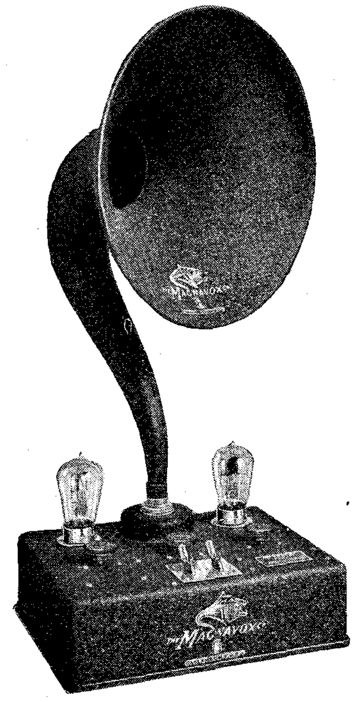
His lips and the lines of his jaw show him a person of determination, while his eyes gleam with the light of a kindly disposition and sincere nature.

As two of Mr. Stearns's idiosyncrasies, the following may be mentioned: He has never taken a drink of any alcoholic beverage in his life, altho prior to Prohibition he offered wine or spirits to his guests and had no prejudice against them. He has such a strong prejudice against boys smoking that he told a young man in whom he was greatly interested that he must never smoke until he quit college. Mr. Stearns himself never smoked until he was fifty years of age. Then he was induced to try tobacco and



Radio takes another step forward with these wonderful new Magnavox devices

THE new Magnavox models here shown extend and supplement the already famous Magnavox line of Reproducers and Power Amplifiers. There is a Magnavox for every receiving set.



New Magnavox Combination Set

A2-R insures convenient and perfect Radio reproduction. Consists of Magnavox Reproducer and 2-stage Magnavox Power Amplifier, as illustrated.

Magnavox Reproducers

R2 with 18-inch curvex horn in new acoustic finish . .	$60.00
R3 with 14-inch curvex horn in new acoustic finish . .	35.00
M1 *new Magnavox Reproducer* requires no battery for the field, thus meeting requirements of dry battery receiving sets. Equipped with binding posts and a five foot flexible cord. With 14-inch curvex horn in new acoustic finish	35.00
Special: with 14-inch curvex horn.	$85.00

Magnavox Combination Sets

A1-R consisting of Magnavox electro-dynamic Reproducer with 14-inch horn and 1-stage Magnavox Power Amplifier	59.00
A2-R consisting of Magnavox electro-dynamic Reproducer with 18-inch horn and 2-stage Magnavox Power Amplifier	95.00

Magnavox Power Amplifiers

A1 meets the demand for a 1-stage Power Amplifier. Special finish metal case. .	27.50
AC-2-C Magnavox 2-stage Power Amplifier with Bakelite panel in highly finished hardwood case . .	55.00
AC-3-C Magnavox 3-stage Power Amplifier	75.00

Ask your dealer for a demonstration. Interesting booklet will be sent on request.

The Magnavox Company
OAKLAND, CALIFORNIA
370 Seventh Avenue, New York

World pioneers in the development and manufacture of sound amplifying apparatus

MAGNAVOX PRODUCTS

Magnavox Reproducers and Amplifiers

he found it so agreeable that he is seldom seen now without a cigar in his mouth.

Washington correspondents who viewed Frank S. Stearns with extreme interest, and politicians who viewed him with anxiety, beheld a well-attired man of conservative aspect. But his conservatism is not that of Coolidge. Stearns may be described as a quiet mixer, one who can join in readily with a group of friends or strangers either, when occasion demands.

He has, from both business and public experience, keenest realization of the value of advertising and publicity in general. He is what newspaper men call a friendly chap. He likes newspaper men. He picked one of them for his private secretary, Benjamin, or more popularly known in Boston, "Bennie" Felt, a trained reporter.

One reason why Frank W. Stearns and Calvin Coolidge are and have been so chummy is because Stearns is able to adapt himself to the well-recognized Coolidge taciturnity. If "Cal" wishes to talk, then Stearns is chatty. But if Mr. Coolidge is silent—he habitually is—then Stearns is mum.

They tell a story in Boston about a Bostonian who rode from Washington to Boston on the same train with Coolidge and Stearns. It happened that he had a seat at the next table to them in the dining-car. The Bostonian congratulated himself as he thought:

"Now I'll hear something good."

What he heard was a period of the best and most complete silence that two men never broke. Neither Coolidge nor Stearns uttered a syllable to each other after they had given their respective orders to the waiter.

Stearns lived, until a few years ago, in Newton, a beautiful suburb of Boston. For convenience, he moved to the Hotel Touraine, in the heart of Boston. He has a summer home in Swampscott, on the famous North Shore.

Already the prediction is made that this Swampscott residence will be the "Summer White House" of next season. The Coolidge family have often been summer guests there.

International photograph

HE WORKED FOR COOLIDGE SEVEN YEARS

And now, at the end of that time, Frank W. Stearns, of Boston, has the pleasure of pronouncing one of the most hearty "I told you so's!" in our political history.

Stearns declares, says the writer, that he is not at all in politics for what he can get out of it, that all he wishes is to advance Calvin Coolidge because he thinks the country needs him. When Mr. Coolidge was Governor of Massachusetts countless persons sought favors, as they always do. But not Stearns. For, runs the report:

"I never asked Coolidge for a favor while he was Governor," Mr. Stearns remarked one time. "I have always been afraid that he would refuse me. I know people laugh, especially the politicians, when I tell them that. But it's God's truth, just the same."

Stearns declares that he has never been asked by Coolidge for advice concerning official appointment or distribution of any patronage.

"Never was consulted about such things—never want to be," says the man who is regarded as the "Colonel House" of the new Administration.

How are the politicians to figure a man who talks like that? Here is another paradoxical statement by this man, who was the great Coolidge press agent, first, last and all the time:

"I don't even acknowledge that I am in politics."

Chorus of despairing politicians:

"Hearken to the man—he is not in politics—why, he IS politics—he is the man closest to the throne, or sitting on the arm of the chair. Why, then, has he ever been so pitilessly and persistently for Calvin Coolidge for President?"

To which Stearns, to use his own words, makes reply:

"I think Calvin Coolidge is the type of man the country always needs. I regard him as one of the most remarkable men in our time. He wants to do the right thing in the right way. He is the highest type of patriotism and statesmanship I ever have known."

"The first time that I ever saw Cal Coolidge," says Mr. Stearns, "he made me mad, hopping mad. He made me madder, almost, than any other man I ever met.

"As a trustee of Amherst College I came before the Massachusetts Senate in 1913 to see if I could get passed some picayune bill permitting the college to enlarge its sewer facilities. Coolidge, then State Senator from Northampton, was chairman of the committee. Also, he was an Amherst alumnus and he represented the Senatorial district in which Amherst is located.

"You can imagine then what I felt when that man sat through our plea without saying a word, without moving a facial muscle. When we were through he not only failed to endorse our little bill, he failed to say that he was sorry that he could not explain why.

"Do you wonder, then, that I spent nearly a year being angry at this man Coolidge?

"It turned out later that our sewer extension bill had been presented too late in the year to be considered at that session. But no matter. I could never forgive him, I felt.

"Well, the surprize of my life came the next session. Coolidge, who had become president of the Massachusetts Senate, made it his business at the earliest possible moment to put through our bill. He did it unsolicited. Moreover, he incorporated in the bill valuable amendments which had not occurred to us the year before.

"Of course this changed my attitude toward Calvin Coolidge. It interested me in the man. First, I sought his acquaintance, then his friendship."

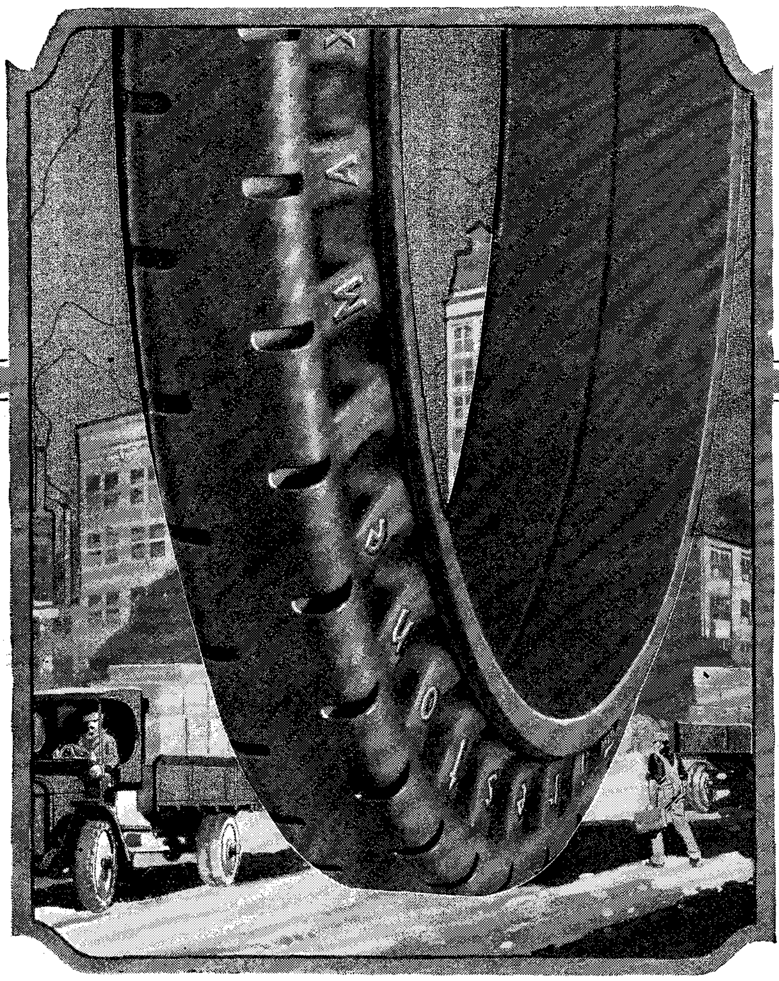
At that point Stearns, says his interviewer, branched into some of his practical philosophy, as applied to the needs of the people and his vision of Calvin Coolidge as future President. He went on:

"All the rest of the situation I should designate simply as the application of instinct working hand in hand with one of my lifelong principles. This principle is a personal faith of which I have been a sort of lay preacher among my friends.

"Instinct, as it happens, has prompted me so often in my advertising and in my business that I attribute to it a large share of such success as I have realized.

"Instinct in this case told me almost from the very beginning

The Mark
of Quality



The Firestone Maxi-Cushion Truck Tire, by its remarkable resilience affords extra protection to light and medium duty trucks and delivers the long, economical mileage of a solid tire. It has given excellent results in a wide range of haulage throughout the country. Many operators have adopted it with great success as front-wheel equipment on heavier trucks.

Protective Cushioning that Lasts Through Thousands of Miles of Service

The Firestone Maxi-Cushion is a genuine, scientific cushion tire, with its resilience obtained by its remarkable design and highly perfected rubber compound.

In use its cushioning powers are clearly visible. The displacement pockets on the sides allow space for the rubber to push upwards and "flow" as obstacles are encountered.

The single, continuous union with the steel base gives freedom from base separation. Truck operators who have used Maxi-Cushions for many months praise Firestone's achievement in eliminating this common cause of trouble.

Furthermore, they have discovered that this tire preserves its "cushion" for thousands of miles of wear and continues to absorb the pounding blows of rough roads and the destructive vibration that tend to shorten the truck's life.

The Firestone Maxi-Cushion is one of the five types in the complete Firestone line. You can see it, and get the facts about its low mileage cost, its traction and resilience at any of the 800 Firestone Service Dealers located in all trucking centers.

CUSHION—TRACTION—MILEAGE

Firestone

TRUCK TIRES AND TRUCK TIRE SERVICE

What comes out of the milk-bottle goes into their food

HOW careful you are in selecting a milkman who will deliver pure, wholesome milk for your children! But then you open the bottle with a rusty fork, an ice-pick, or even your thumb—endangering your children's health.

Perfection Milk Bottle Caps will help you to combat this danger. They are easily lifted off by a reinforced tab which will not tear off. They can be replaced as often as you wish. They guard the milk bottles against impurities, until the last drop is used.

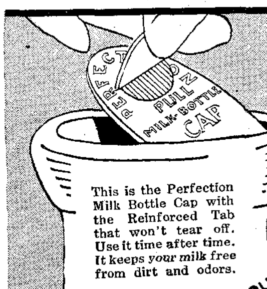
Send the coupon today, and let us send you a month's FREE supply of Perfection Caps. After you have tried them and seen their protection and their convenience, ask your milkman to use them. He will be glad to do it.

Just use the coupon now.

Drink more milk - AND PROTECT IT WITH

PERFECTION

MILK-BOTTLE CAP



This is the Perfection Milk Bottle Cap with the Reinforced Tab that won't tear off. Use it time after time. It keeps your milk free from dirt and odors.

JUST TEAR OFF THIS COUPON AND MAIL

L.D.8

THE SMITH-LEE CO.
537 Fitch St.,
Oneida, N. Y.

Without obligation, please send me a month's supply of *Perfection Caps.*

Name...

Address...

PERSONAL GLIMPSES
Continued

that Calvin Coolidge's life and abilities were vitally needed by his State and Nation in the present stage of their history.

"Instinct told me that he was the man whom I was to work my level best to put into the highest political office the people had to give."

Such was the glorified "hunch," we are told, which Stearns says swung him into what seemed to practical politicians merely the fallacy of an otherwise hard-headed business man. Having acquired this "hunch," Stearns proceeded to develop it. He goes on to tell of it thus:

"Reason and observation told me other things after my instinct had started me. They told me that Calvin Coolidge had the most complete sense of obligation to the task before him of any man I knew in public or private life.

"Calvin Coolidge was still president of the Senate, which is a separate office from the Lieutenant-Governorship in Massachusetts.

"I put my business into other hands. I gave up my country house. I moved into the city so that I could give all my time most effectively to the one task of making Calvin Coolidge so known to the people of the State and country that they could not fail to draft him for their service.

"To my mind, their knowledge of him would be a guaranty that they would draft him. My sole fear was that, through ignorance of him they might fail to avail themselves.

"As the fruit of my years of wandering through the world with a sociable disposition I have, I suppose, an almost enormous personal acquaintance. I began by sending to my friends excerpts from Coolidge's speeches. At first I sent these principally to men and women in Massachusetts, then later on, as the Governor's prominence grew, throughout the nation.

"With each of these enclosures I would send a brief note asking for comment. When the comment came, as in a surprizingly high proportion of cases it did, it started a correspondence in which I was able to put the case for Senator Coolidge's abilities as I saw them.

"You are never quite sure at first, altho you may trust instinct ever so far. In the winter and spring of 1915 my friends and I did practically nothing but urge Calvin Coolidge to announce his candidacy for the Lieutenant-Governorship of Massachusetts. A powerful and able opponent—better known than Coolidge—was already in the field, making an active campaign.

"It seemed to us that if Coolidge did not speak at once the chance with which his whole political future was fraught would go by. From February to June we pleaded with Coolidge day and night for an expression. But not a single word on the subject—and I believe this to be the literal truth—passed his lips in reply.

"But within one hour after the Legislature session had closed, he came to me. He handed me a slip of paper. It contained this penciled announcement for the press: 'I am a candidate for the Republican nomination for Lieutenant-Governor.'"

Stearns was curious to know why Coolidge apparently had "stalled" along for so many weeks. So he put it up to him. Only after much urging did he obtain this answer from "Silent Cal":

"I knew," explained Coolidge, "that if I announced my candidacy, between those who were for me and those who were against me and between those in the Senate who would be candidates for my place as president of the Senate, the business of the Commonwealth of Massachusetts then before the Senate would not be effectively done."

Mr. Stearns paused again, then concluded, with emphasis:

"I knew then that my instinct had been right."

Already Stearns, of Boston, concludes the reporter, has been whispered into a half-dozen high positions within the Presidential gift—a Cabinet portfolio, an ambassadorship, or some other exalted post. However—

Those who know Stearns best say he has declared with emphasis that he seeks no office, no position, no place.

"I don't want anything outside of what I have," he has declared, "but I do want to see good men in our Government and good men in office."

Mr. Stearns's ability as an organizer will have to be reckoned with by the Republican bosses favoring any other candidate next year.

Mr. Stearns, says Mark Sullivan, writing in the New York *Tribune*, is one of several Massachusetts citizens who have for some time composed "a considerable body of supporters, determined to push Coolidge along and see what would happen." The case of an Amherst professor is cited, a man elected to the lower house of the State Legislature, who, as a fellow Amherst man, asked Coolidge to use his influence to get him an appointment on the Committee on Education. Coolidge declined, saying it would not be proper for him as chairman of the Senate to try to influence the action of the Speaker of the lower house. However, when the new member, feeling rebuked and hurt, took his own case to the Speaker, that dignitary said· "Yes, I have heard of you. Mr. Coolidge spoke to me about you, and said you were a man who seemed to take an interest in his work." Mr. Sullivan comments:

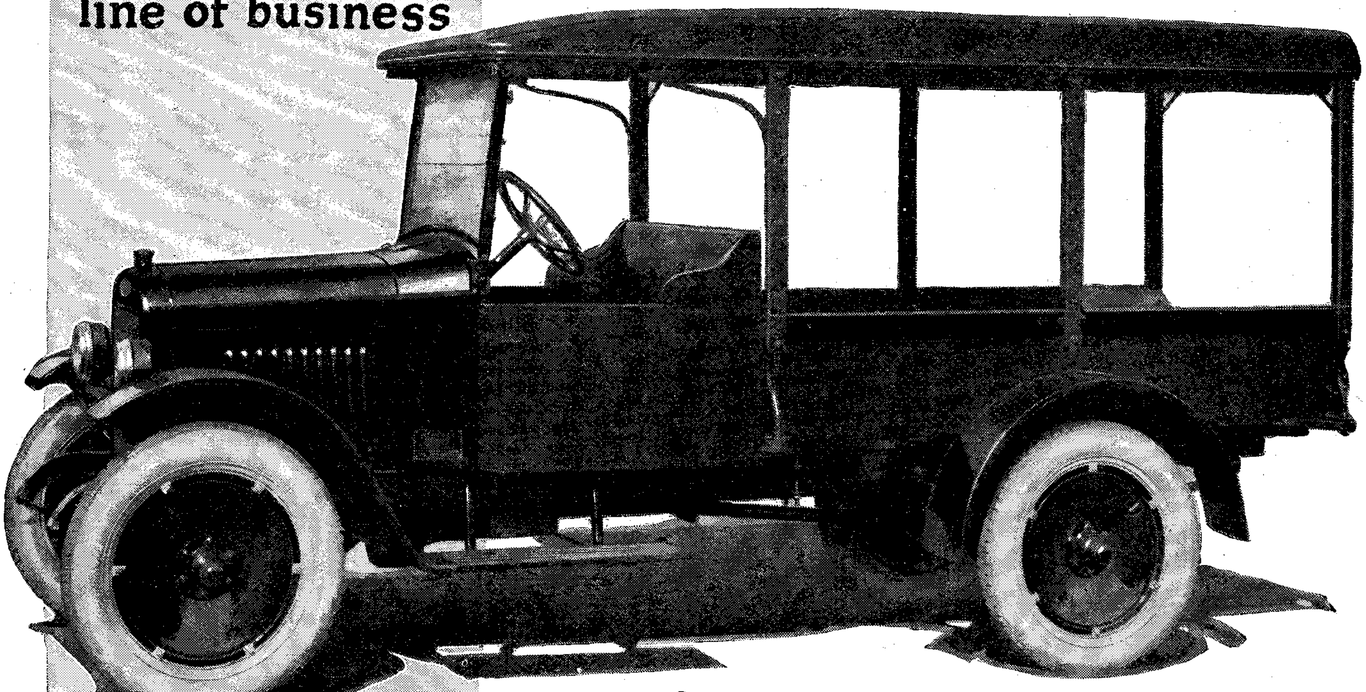
The principal point of this story lies in the quotation just made. Coolidge didn't ask the Speaker to put the new member on the Committee on Education. What he did was to confine himself to the literal facts that were within his personal knowledge, namely, that this new member was "a man who seemed to take an interest in his work."

This habit of exact thought and restrained expression on Coolidge's part, the utter lack of effusiveness, is in strong contrast with the ordinary habit of the usual run of politicians and public men under the same circumstances. Equally characteristic of Coolidge was the fact that he never said anything to the new member about having spoken to the Speaker about him.

In the course of years a good many people in Boston have had experiences wit
Coolidge like those of the Amherst tru
in the one case and the Amherst pro
the other. Naturally, when yo
perience like that with a ma
it. It is so unusual that
look at the man and

Bodies for every line of business

Stewart 1-Ton Truck



Stewart 1-Ton Truck with Covered Express Body

Save $300 to $900 on Any Stewart

But price alone is not responsible for the wide preference for Stewarts. Rather it is the way they continue the economy of their first cost through years of steady, reliable service. When, side by side with far costlier trucks, they outwork them, put in more hours at less cost, it is natural that they win the replacement orders.

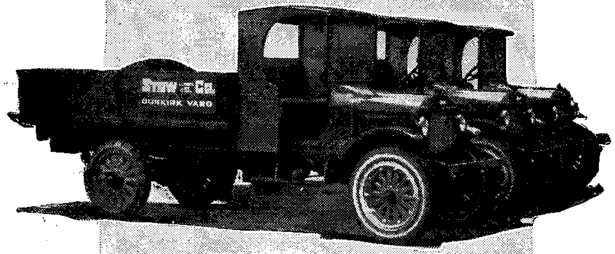
Ten Year Old Stewarts

Many of the first Stewarts built ten years ago are today rendering satisfactory service.

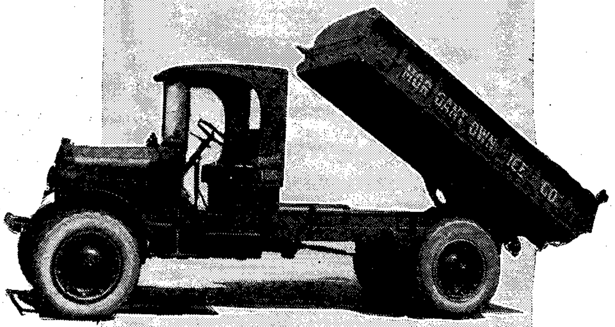
Hundreds of fleet owners who first bought one Stewart have repeated again and again.

Stewarts are made in five capacities—1 to 4 ton, backed by 11 years of successful truck manufacture and financial stability.

Model 10X—3½ to 4 Ton—
With Stake Platform
Body



Model 9—1½ to 2 Ton—
With Stake Platform
Body



Model 7X—2½ to 3 Ton—
With under Hoist and
Combination Dump Body

Owners Praise Its Economy

Take particular note of the Stewart 1-ton truck illustrated above. It gives in service 14 to 17 miles on a gallon of gasoline—10,000 to 12,000 miles on a set of tires—500 to 700 miles on a gallon of oil.

Compare this Stewart with any 1-ton truck on the American market, regardless of price, then test its wonderful performance, note its remarkable power, quietness, freedom from vibration and easy riding qualities. Note the comfortable driver's seat with deep cushions and fine steering wheel position.

Five bearing crank shaft; Multiple disc clutch; Electric starting and lighting; Truck type bevel gear axle. Body and equipment complete, it costs less than the chassis alone of many trucks it will out-perform and out-last.

STEWART

MOTOR CORPORATION Buffalo N.Y.

a man size shaving stick

Here's a wonderful new improvement that will certainly add to your shaving comfort. From now on you can use both ends of the Williams' Doublecap Stick. When one end of the stick is worn down, use the other. It's easy to reload and with reasonable care, the holder will last a life time.

And remember! You get the same cool, comfortable shave. Bland and soothing. Easy on your skin and pocket book.

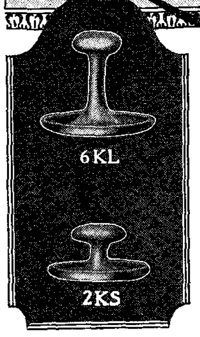
Try it — either write for free "working model" of it or buy the Doublecap Stick from your nearest dealer. The J. B. Williams Company, Dept. D-2, Glastonbury, Conn.

Williams' Doublecap Shaving Stick

Made by the makers of the famous Williams' Holder Top Stick and Williams' Shaving Cream

INVENTORS Who desire to secure patent should write for our guide book "HOW TO GET YOUR PATENT." Send model or sketch and description of your invention and we will give opinion of its patentable nature.
RANDOLPH & CO., Dept. 171, Washington, D. C.

Quality that never has been equalled



IN quality and service Krementz 14 kt. rolled gold plate collar buttons have no equal. How long they will wear has yet to be determined. Thousands of them have been in daily use since they were invented, over 25 years ago, and still look new. Price 25c each. Guaranteed against everything except loss or a new button free. At dealers.

Write for illustrated booklet. Address us, please, at 49 Chestnut St., Newark, N. J.

Krementz

MAGNUS, THE UNBLUFFABLE, OF MINNESOTA

"I HAVE always been a fighter, and generally won out," announced Magnus Johnson, Farmer-Senator-elect from Minnesota, in one of his recent numerous interviews. "I never quit," he is quoted as saying on another occasion, and his frequent declaration, made during his spectacular campaign, that "They can't bluff Magnus Johnson!" has been accepted in many quarters as his motto. Already this Farmer-Labor statesman, reports Washington, has stirred up the "social bloc" there, by attacking the "society" of the Capital in an even more ungloved manner than won Mrs. Poindexter a national reputation some months ago. He wants to be "common," he insists that he will never wear a dress-suit and, if the pictorial pages of the newspapers are any indication, he must have spent much of his time since election in having his photograph taken in overalls. This state of affairs, naturally, calls for smiles in some quarters, indignation in others, and approbation in not a few. A Minnesota biographer of Johnson, reports the Washington *Post*, adopts a middle course by characterizing him as "vigorous, honest, and in some respects capable," with the additional observation that he is "a strange mixture of sense and nonsense." At any rate, comments *The Post:*

Whatever may be the elements of his strength or his weakness, the people of his State know him well, especially the farmers, and by an overwhelming vote placed upon him and his record the stamp of their approval. His election increases substantially the La Follette strength in the Senate, gives that little block of obstructionists a real balance of power, and creates a situation that must be reckoned with when Congress again convenes.

He has had a lively and significant history, reports the anonymous biographer quoted by the Washington paper. The son of a Swedish farmer, an immigrant to the United States before he reached his majority, gifted with a voice which has been variously compared to a fog-horn and a radio "loud speaker," he has been chosen successor to the place in the Senate of the United States, filled so many years by that distinguished Scandinavian, Knute Nelson, whose death helped to put the Republican party in Minnesota to rout. Taking up Mr. Johnson's career in detail, this intimate report runs:

Magnus Johnson was born in Liljedahl, province of Varmsland, Sweden, fifty-two years ago. At the age of twelve his father died and he was apprenticed to the proprietor of a bottle factory in his native town. At the end of four years he became a full-fledged glass-blower. A year later his mother died, and when he passed his twentieth year he decided to leave the land of his birth and seek his fortune in America. As a lad, he was thrifty and saving, and so he did not come to the United States as a penniless immigrant.

"I'LL SHOW 'EM SOMETHING!"

So announced Senator Johnson, referring to certain "wise guys" down in Washington who might be expected to lead a rural Senator wrong. Then he went right home and started pitching hay—possibly by way of getting into practise for his new job.

Naturally, he turned toward the Middle West, whither so many of his countrymen had preceded him, and was soon employed in the lumber camps of Minnesota, and for a time piled lumber in the yards in Minneapolis. To this day he has a lump upon his shoulder, due to the heavy timbers he carried, and to this evidence of his manual labor he frequently points with pride.

Adding what he earned in the Western lumber camps to his savings in Sweden, young Johnson bought a forty-acre farm in Meeker County, Minnesota, for which he paid $15 an acre. Later he added 120 acres to this holding, which constitutes the

After selling 1,150,000 farmers, we are ready to help sell your products

As a business man you will agree that an organization which makes sales to 1,150,000 farm families in the United States has achieved a remarkable record and demonstrated the fertility of the market.

That record is made—and it stands as the most notable feat in its field. It has never been duplicated.

The organization which accomplished it offers to reach those 1,150,000 farm families for any manufacturer at a cost of ¼ of one cent per family.

The organization is The Farm Journal, the one farm paper which is known and read wherever good farmers live, and backed by a reputation of 46 years' success. It is a tremendous force in the farm field.

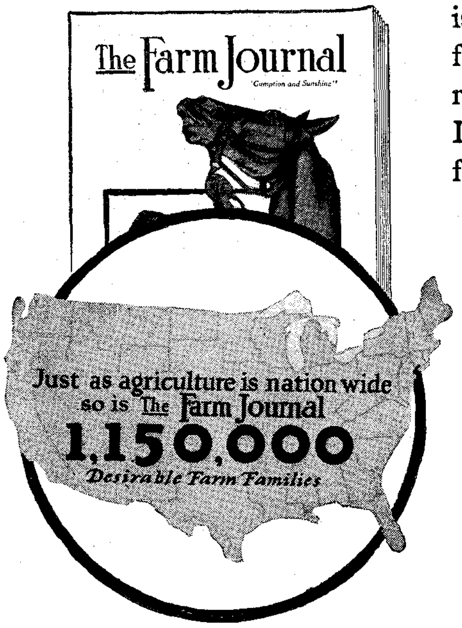
Just as agriculture is nation-wide—so is The Farm Journal. It enjoys the loyal interest and confidence of the great wheat growers of the northwest; the cotton planters of the south; the live stock raisers of the corn belt; the tobacco farmers of North Carolina and Kentucky; the fruit growers of New York and Washington.

These are the people who read The Farm Journal. They constitute the *greatest single unit of farm buying power*—and you can reach them most economically through the pages of The Farm Journal. They respond to the advertisements—as scores of manufacturers can testify.

Their buying preference would, in itself, sustain your volume of sales and maintain your factory output.

Here, in the 1,150,000 circulation of The Farm Journal, is a deep well-spring of business for every honest article of merchandise needed by the American farmer.

We welcome the opportunity of showing you how you can get more sales from your present distribution—and at an unusually low cost.



Our Research Department has conducted investigations into scores of lines of business. Write to us for specific information about the market for your product among readers of The Farm Journal. Details regarding advertising space may be secured from any accredited advertising agency or from

The Farm Journal

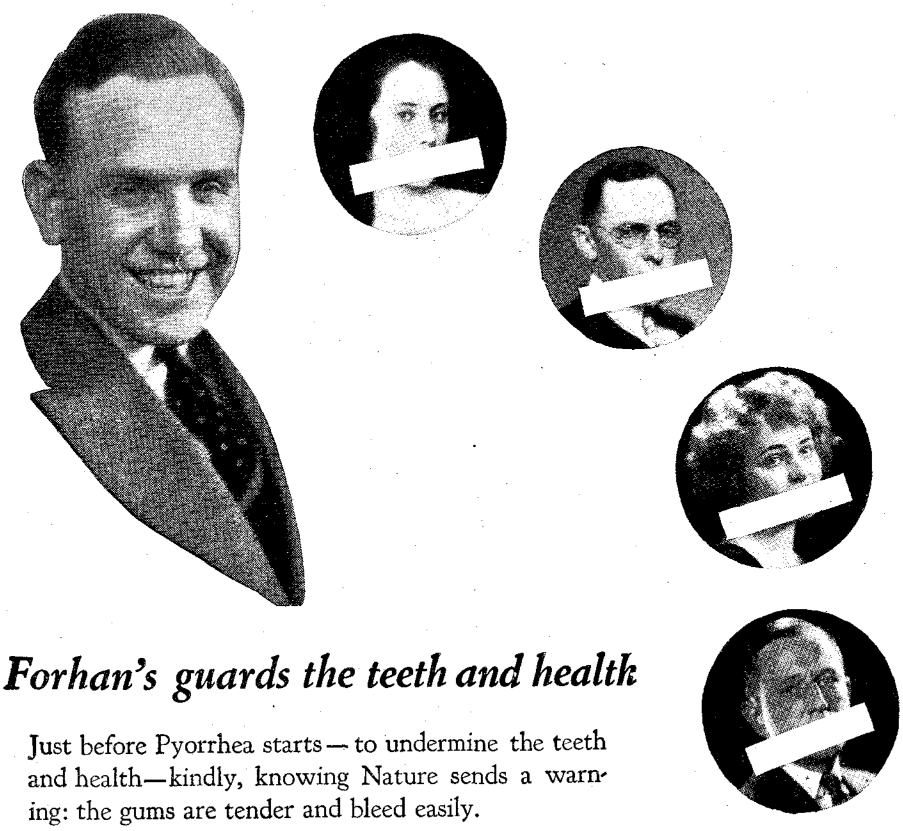
first in the farm field

New York
342 Madison Avenue

Philadelphia
Washington Square

Chicago
Mallers Building

Only One in Five is Safe



Forhan's guards the teeth and health

Just before Pyorrhea starts—to undermine the teeth and health—kindly, knowing Nature sends a warning: the gums are tender and bleed easily.

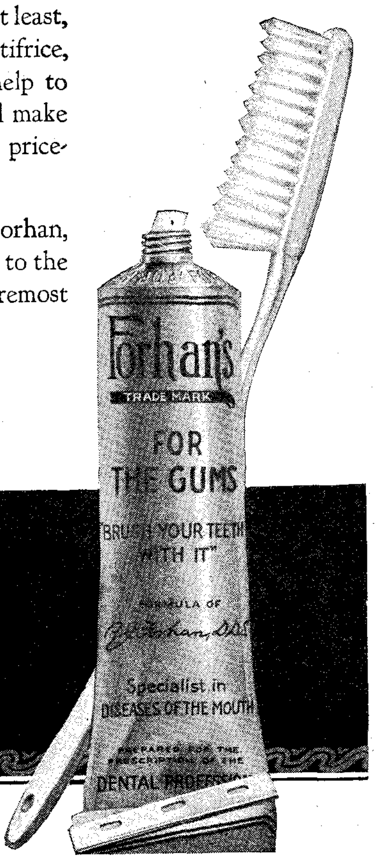
Take heed immediately, before it is too late, before the gums recede and the loosened teeth must be extracted.

Better yet, play safe. Don't wait for Nature's warning. Four persons out of every five over forty years of age, and thousands younger, are afflicted with Pyorrhea. This is the immutable law of averages. Your dentist will tell you that.

Go to him regularly, systematically, for tooth and gum inspection. And brush your teeth, twice daily at least, with Forhan's For the Gums. This healing dentifrice, if used in time and used consistently, will help to prevent Pyorrhea or check its progress. It will make your mouth clean and healthful, preserve your priceless teeth, safeguard your precious health.

Forhan's For the Gums is the formula of R. J. Forhan, D. D. S. It is time-tested, efficient, safe; pleasant to the taste and refreshing to the mouth. The foremost dentists recommend and use it.

Be on your guard. Buy a tube of Forhan's For the Gums today. Brush your teeth with it regularly. Remember, in your case, the odds are 4 to 1 in favor of Pyorrhea. At all druggists, 35c and 60c in tubes.


Forhan's
TRADE MARK
FOR THE GUMS
BRUSH YOUR TEETH WITH IT
FORMULA OF
R.J. Forhan, D.D.S.
Specialist in DISEASES OF THE MOUTH
PREPARED FOR THE PRESCRIPTION OF THE DENTAL PROFESSION

Forhan's
FOR THE GUMS

Formula of R. J. Forhan, D. D. S.
Forhan Company, New York
Forhan's, Limited, Montreal

PERSONAL GLIMPSES
Continued

farm he has cultivated for many years and upon which he got the title of a real "dirt farmer." It is a good farm, well cared for. "I haven't much of a home," Mr. Johnson was quoted as saying the other day, "but I have got a great barn. We built it three years ago, and it cost $7,000. We are milking twenty-four cows now." All of which would indicate that the dairy products of the Johnson farm are rather extensive.

The principles of the Non-partizan League early attracted his attention and obtained his support. When that organization spread from the Dakotas to Minnesota, Johnson was among the first to join and begin an active campaign in its behalf. The Farmer-Labor party was the outgrowth of the League, and the activity of Johnson throughout the State made him the logical choice of the farmers and brought him the nomination for Governor in 1922. In that campaign he ran against Governor Preus. He was not successful, but the result was much closer than the Republican organization anticipated.

Governor Preus was elected by the narrow margin of 14,000, while at the same time Senator Frank B. Kellogg, running for reelection, was defeated by Henrik Shipstead, Farmer-Labor candidate, by more than 80,000 votes. These figures were exceeded in the victory Magnus Johnson won over the Republican organization in Minnesota in the recent election.

The difference between the margin by which Preus was elected Governor and by which he lost the senatorship indicates the remarkable change in sentiment among the farmers of Minnesota since the price of wheat began to drop. President Harding carried the State by 519,421 majority.

"They say I speak such poor English the people can't understand me," said Johnson to one of his interviewers the day after the election. "That vote," he continued, "looks like they understood me all right."

Mr. Johnson speaks English with a marked Swedish accent. When he comes to Washington and appears in the Senate, it may be that he will become the target for the cartoonist and the "funny men," but that will not faze him in the least. His friends say he is bombproof to such attacks. He is the kind of man who believes he has a mission in life, and nothing can divert him from his set purpose. He may not be understood here in the East, but it is evident he was understood in his home State.

"These big men in the Senate they talk about don't fool me a minute," said the Senator-elect in one of his interviews. "The higher they are the harder they will fall.

"My experience in the State Legislature taught me that the most important parts of the English language for a lawmaker to know are the little words, 'yes' and 'no.' Senator Kellogg, for instance, with all his legal training and alleged fitness for his office, never knew when to say 'yes' at the right time and 'no' at the right time.

"There is hardly a farmer in the State, even tho they have not had as much experience in such things as I have, who would not have said 'no' to 'Newberryism,' 'no' to the ship subsidy, 'no' to the repeal of excess profits tax, 'no' to lowering taxes on millionaire incomes, and 'no' to turning back the railroads to private management with a guaranty of earnings before we had passed through the reconstruction period.

"During the war any man who dared to talk against inflation—that is, war profiteering and robbery of the Government—was denounced as disloyal by our State G. O. P. machine and their 10,000 office-holders."

The writer brings up a recent statement of the Senator-elect in which some commentators have seen a resemblance to the historical view-point attributed to Henry Ford. The quotation runs:

"I don't believe in digging too deep into things. These lawyers in Washington, they say, know so much, but half of it is just to fool the other fellow. I am for the common people, and I want to be common.

"I don't give a damn for books. I want things that are alive; not things that have been dead thousands of years. I have read more histories than any man, but I can't see a thing in any of them, only about Lincoln; I stand where he stood. He was a great man. I quote him in my speeches."

It is but fair to the new Senator to add that subsequently he denied he didn't give a damn about books, but the statement was attributed to him in several of the local papers of his home State, and the denial did not come until severe criticism of his utterance was heard. Continuing, he said:

"I have always been a fighter, and generally I won out. I have been legislating all my life. I was justice of the peace, interpreting the laws, and there never was a case in which I was reversed. They didn't dare go to the county seat to dispute my decisions. That is the way I look at those lawyers in Washington. When I get down there and start a fight, they will know me. I never quit. I don't always win, because the cards sometimes are stacked against me, but I am always right. When they start to make long speeches and try to mix things up with their parliamentary procedure, I'll straighten 'em out. I did it in the State Legislature, and I'll do it there."

As everybody now knows, who has read anything of this new celebrity since his election to the Senate, he has the most robust voice in existence, so far as modern records go. So powerful are his vocal organs that they have earned for him the name of "Magnavox" among his home people. When he campaigns his audiences make no effort to draw near, knowing full well that they can hear all he says without effort no matter where they happen to be, if in the immediate vicinity.

It is told that in the 1921 session of the State Legislature, Mr. Johnson, then a member of the State Senate, was called before the combined election committees of the Senate and House, where a hearing was under way. The committee was sitting in a small room with twenty or more members present; one could speak almost in a whisper and be heard. Magnus Johnson began his argument in a voice whose stentorian tones rivaled the largest amplifier ever constructed.

"Senator Johnson," said the chairman of the committee, "we are all here in a small room. You need not shout; we can hear you easily."

"Vall you see," replied Mr. Johnson, "in Sweden I was a glassblower, and that's whar I got these big lungs," patting his huge chest. "I can't talk in a whisper." And that is one thing that Johnson can not

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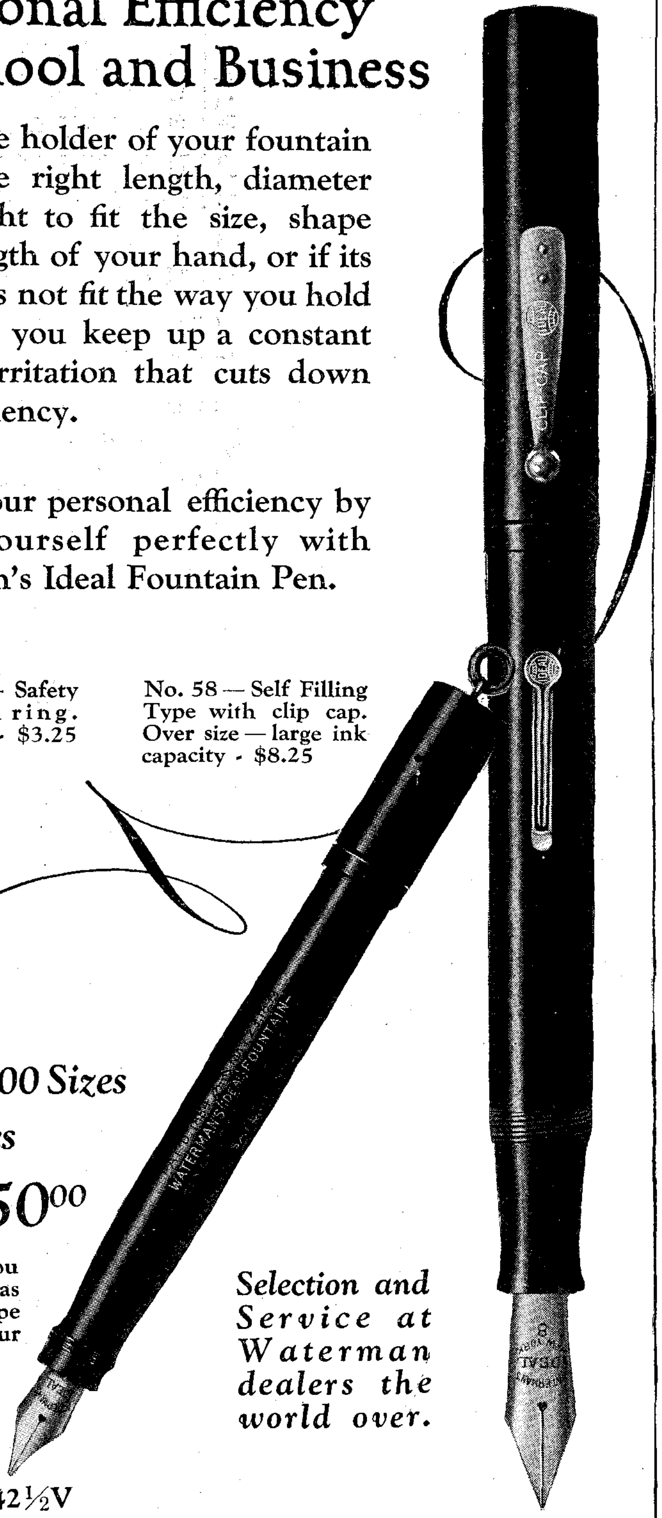

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PERSONAL GLIMPSES

Continued

do—talk in a whisper. A caucus where party secrets were to be discust would be public property with Senator Johnson discussing his views.

The new Senator has been the "boss" of his home county for many years, and Johnson admits that he is the boss there. He tells the story himself.

"You know," said he, "it was in 1912 that I became boss of Meeker County in Minnesota. I found out that I could be boss of the State just as well. I haven't got very far with big offices, but that is because I have stept aside. In 1914 I could have been Governor. You see, they wanted me to run for Lieutenant-Governor, but I stept aside.

"It is funny how I got to be boss of Meeker. We were there in a convention electing delegates to the State convention which met in Minneapolis that year. P. T. Hason, the banker, was there, and he got up and moved that Meeker County be instructed. I got up and said: 'Mr. Chairman, I move that we go instructed for Robert M. La Follette for President.' Well, we fought for two hours, and I got a majority of the votes. I won by four votes. I've had Meeker County in my pocket ever since."

The Senator-elect's home life is said to be that of a typical farmer, "with a helpmate who believes in him and his work, and a family of loyal sons and daughters." As for his wife:

Mrs. Johnson is a native of Minnesota and a descendant on her mother's side of General Israel Putnam. She is described as a "home body," whose sole interest is in her family and the welfare of the community in which she lives. Besides Mrs. Johnson there are three sons and three daughters, who worked hard to aid in the election by taking care of the farm while "pa" conducted his campaign without worry about how the crops and the cattle were faring during his absence from the farm.

Life in Washington offers no lure to Mrs. Johnson.

"I have made no plans," Mrs. Johnson told a visitor a few days ago. "Yes, I approve of women entering politics, and I approve also of my husband going into politics. But I have a family of six children and I am very busy on the farm, and I guess that is my job."

Asked as to his attitude with respect to the Volstead Act, Mr. Johnson said the other day: "My record in the Minnesota Legislature shows where I stand on this question." He disposed of the tariff question with the simple statement that he was for "revision in the interest of the public and on a strictly scientific basis." Not a very enlightening statement on this subject, one may say, but typical of the man who was characterized during the campaign as "Yenerally Speaking Yohnson."

When asked, a few days ago, how he viewed the proposed Permanent Court for International Justice, Johnson dodged a strict definition of his views with the clear and succinct statement that he stood for "arbitration of difficulties between nations."

Senator-elect Johnson told the voters in the campaign of several things he intended to do when he came to Washington that were of especial interest to the farmers, but he was not quite so specific on some other questions. "I don't believe in being too definite on some issues," he said. "I'll wait until I get Senator Brookhart's report before I decide on foreign relations. I don't want to get tangled up before I know something. La Follette knows a lot about these things. I'll listen to him."

The day following the election the Johnson children were found by visitors calmly finishing the day's chores, milking the cows and pitching hay. Mrs. Johnson hurried to St. Paul to be with her triumphant husband, but the young ones stayed at home. Lillian, aged twenty-four, and Victor, aged nineteen, hard at work, were proud of their "pa," but prouder still that the farm had not had the services of a hired man this summer. Agnes, aged ten, and Florence, aged nine, had milked two cows each and fed the chickens. Victor Francis, aged seventeen, and Magnus, Jr., fourteen, did all the planting this spring, and the day after the election their wheat was ripening under the July sun.

They, too, hardly thought that the family would be going to Washington, because there was so much for them to do on the farm. The suggestion that when winter comes there would not be so much to do, drew no assent. The Johnson farm it appears, sells many gallons of cream daily and the regular chores had to be done, and who could do them better than those who had been doing them all their lives? None of the children has ever been more than 150 miles from home, and the picture of a season in Washington, away from the farm, gave them no thrill.

"The children and I get along very well," observed Mrs. Johnson. "The boys do the planting and the girls the housework."

Nevertheless, reports the Washington correspondent of the Brooklyn *Eagle*, by the social laws of Washington, Mr. and Mrs. Magnus Johnson and their family "will find their position established when the former takes his seat in the Sixty-eighth Congress." There is no real "social bloc" in Washington, reports this observer, and—

> Mrs. Johnson being of American birth and good pioneer stock, just entering middle life, will have no difficulty in adjusting herself to the "Ladies of the Senate" or the "Congressional Club," two feminine organizations made up of wives, daughters, sisters, mothers, and sometimes mothers-in-law, of the lawmakers of the nation.

As for Magnus Johnson's own widely reported views of Washington society, announces the Washington Bureau of the Philadelphia *Public Ledger:*

> Politically wise Washington is accepting the vociferous denunciations of the social bloc in general, and "dress-suits" in particular, by Magnus Johnson, the stentorian Swedish Senator-elect from Minnesota, with a grain of salt. Washington has heard such boasts of plainness before. But Washington has bided its time and seen such personal pledges made in the heat of a campaign completely repudiated.
>
> It is recalled that former Senator Joseph Weldon Bailey, of Texas, came out of Gainesville some thirty years ago with a "no-dress-suit" pledge fresh on his eloquent lips. He lived in Washington long enough to wear evening clothes with a grace and to become one of the recognized constitutional authorities of the Senate.

Cleaning your teeth is not enough

They can be kept healthy only by the constant cleansing action of these six tiny glands

Your tooth paste must do more than clean—it must keep the mouth glands active

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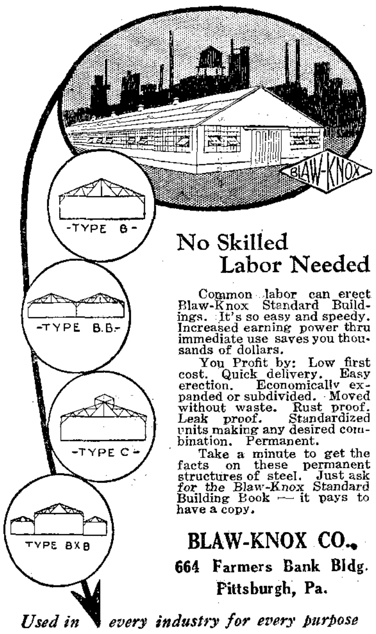

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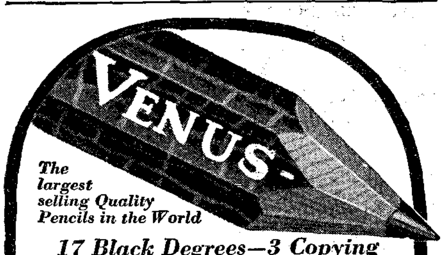

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A GIRL WHO CAME UP FROM DESPAIR

IN her early childhood, her people hammered into her "defeat, defeat, because that is the way they accepted the crushing weight of life." The very common lot of the impoverished immigrant was hers, and Anzia Yezierska, now the author of several books that have brought her a measure of fame and fortune, began life in the midst of a bitter philosophy, as well as of a bitter physical environment. Life had crusht her mother, she writes in the current issue of *The Literary Digest International Book Review*, so that "without knowing it, she fed defeat with the milk of her bosom into the blood and bone of her children." But the feeling of the elder generation, in proportion as it is strong, is likely to arouse a revulsion, a reaction to the opposite extreme, in the generation that follows. This atmosphere of despair and defeat created "fighting devils" in Anzia. She relates that:

ANZIA YEZIERSKA'S WAY OUT

"By writing out my protests and disillusions," says this immigrant girl, who has become a successful author, "I aired and clarified them. Slowly I began to understand what America had to offer."

> When yet barely able to speak, I began to think and question the justice of the world around me, and to assert my rights.
>
> "Mama," I asked out of a clear sky, "why does Masha Stein have butter on her bread every morning, and why is our bread always hard and dry, and nothing on it?"
>
> "Butter wills itself in you," shrieked my mother, as she thrust the hash of potato-peelings in front of me for my noonday meal. "Have you got a father a business-man, a butcher, or a grocer, a bread-giver, like Masha Stein's father? You don't own the dirt under Masha's doorstep. You got a father a scholar. He holds himself all day with God; he might as well hang the beggar's bag on his neck and be done with it."
>
> At the time I had no answer. I was too young to voice my revolt against my mother's dark reasoning. But the fact that I did not forget this speech of so many years ago shows how her black pessimism cut against my grain.
>
> I have a much clearer memory of my next rebellion against the thick gloom in which my young years were sunk.
>
> "Mama, what's a birthday?" I cried, bursting into the house in a whirl of excitement. "Becky, the pawnbroker's girl on the block, will have a birthday tomorrow. And she'll get presents for nothing, a cake with candles on it, and a whole lot of grand things from girls for nothing—and she said I must come. Could I have a birthday, too, like she?"
>
> "Wo is to me!" cried my mother, glaring at me with wet, swollen eyes. "A birthday lays in your head? Enjoyments lays in your head?" she continued bitterly. "You want to be glad that you were born into the world? A whole lot you got to be glad about. Wouldn't it be better if you was never born already?"
>
> At the harsh sound of my mother's voice, all my dreams took wing. In rebellion and disappointment, I thrust out my lips with a trembling between retort and tears. It was as if the devil himself urged my mother thus to avenge herself upon her helpless children for the aches and weariness of her own life. So she went on, like a horse bolting down hill, feeling the pressure of the load behind him.
>
> "What is with you the great joy? That you ain't got a shirt on your back? That you ain't got no shoes on your feet? Why are you with yourself so happy? Is it because the landlord sent the moving bill, and you'll be lying in the street tomorrow, already?"
>
> I gazed at my mother with old, solemn eyes, feeling helplessly sucked into her bitterness and gloom.
>
> "What's a poor man but a living dead one?" she pursued, talking more to herself than to me. "You ought to light a black candle on your birthday. You ought to lie on your face and cry and curse the day you was born!"

Crusht by the maternal tirade, which might have been quoted directly from a Russian novel of the most gloomy sort, young Anzia went silently away. The fairy dream of the approaching birthday faded out. Blinded with tears, she says:

> "I sat down on the edge of the gutter in front of our tenement.
>
> "Look, these are the pink candles for the birthday cake!" A poke in the back from Becky startled me. "Aren't they grand? And mama will buy me a French doll, and papa said he'd give me a desk, and my aunt will give me a painting set, and every girl that comes will bring me something different."
>
> "But what's the use?" I sobbed. "I

FLEISCHMANN'S YEAST FOR HEALTH CONTEST

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Prize winning reports soon to be announced —number of contestants greatly exceeds expectations

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The contest closed August 15. The judges have been steadily at work ever since—reading, comparing, deciding the merits of each report. But so immense has been the amount of work involved that it will be necessary to postpone for a short time the final announcement of the prize winners.

We are sorry for the judges! But we are much pleased over the results of the Fleischmann Health Contest, which have been astonishing, far exceeding our expectations.

We knew, of course, that the use of Fleischmann's Yeast for health was nationwide. The report of our field force from every part of the country, as well as our sales figures, told us that, and many letters in the past have come to us to tell us the same story.

But it is a most gratifying and impressive experience to have thousands upon thousands of men and women send in personal reports to tell us how their lives have been brightened by the use of this simple fresh food, Fleischmann's Yeast; how they have been relieved from constipation and all of its attendant evils—from skin and stomach troubles, from depressing lack of strength and vitality.

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"It accomplished in six months what I had failed to overcome in six years"—

"I was skeptical when I first heard of it, but today I would not take ten thousand dollars for what Fleischmann's Yeast has done for me"—

Such phrases by the hundreds from people far and wide reflect the new importance of Fleischmann's Yeast in correcting many common disorders and in restoring many of their victims to buoyant health.

The 153 prize winners will be announced in this publication the latter part of this month. Meantime we want to thank each of the thousands of participants in this great Contest, and to assure them that each report is receiving most careful consideration.

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PERSONAL GLIMPSES
Continued

ain't got nothing for no present, and I can't come—and my mother is so mean she got mad and hollered because I only asked her about the birthday, and—" A passionate fit of sobbing drowned my words.

In an instant, Becky had her arms about me. "I want you to come without a present," she said. "I will have a lot of presents anyhow."

Assured of her welcome, I went the next day. But as I opened the door, fear seized me. I paused trembling, holding the knob in my hand, too dazed by the sight before me to make a step. More than the strangeness of the fears awed me. Ordinary home comforts, cushioned chairs, green ferns between white curtains, the bright rugs on the floor, were new and wonderful to me. Timorously I edged my way into the room, so blinded by the shimmering colors of the cakes and fruits and candies that covered the table that I did not see Becky approaching me with outstretched arms.

"Mama, this is that little immigrant girl who never had a birthday," she said, "so I wanted to show her mine."

Becky's father glanced at her all in white, with pink ribbons on her curls, as she stood beside me in my torn rags reeking with the grime of neglect. A shudder of revulsion went through him at the sight of me.

"See what Becky has to mix up with on the block," he whispered to his wife. "For God's sake, gave her a nickel, give her some candy, give her anything, but let her run along."

Street child that I was, my instinct sensed the cold wave of his thought without hearing the exact words. Breaking away from Becky's detaining hand, I made for the door.

"I want to go home! I want to go home!" I sobbed, as I ran out of the room.

Whitman has said, "It is as lucky to die as it is to be born." And I put his thought into my own words, "It is as lucky not to have advantages as it is to have them." I mean that facing my disadvantages—the fears, the discouragements, the sense of inferiority—drove me to fight every inch of the way for things I demanded out of life. And, as a writer, the experience of forcing my way from the bottomest bottom gave me the knowledge of the poor that no well-born writer could possibly have.

I am thinking, for instance, of Victor Hugo and his immortal book, "Les Misérables." It's great literature, but it isn't the dirt and the blood of the poor that I saw and that forced me to write.

By writing out my protests and disillusions, I aired and clarified them. Slowly, I began to understand my unreasoning demands upon America and what America had to offer. I saw that America was a new world in the making, that any one who has something real in him can find a way to contribute himself in this new world. But I saw I had to fight for my chance to give what I had to give, with the same life-and-death earnestness with which a man fights for his bread.

What had I with my empty hands and my hungry heart to give to America? I had my hunger, my homelessness, my dumbness, my blind searchings and gropings for what I knew not. I had to give to America my aching ignorance, my burning desire for knowledge. I had to give to America the dirt and the ugliness of my black life of poverty and my all-consuming passion for beauty.

I find that in no other country has the newcomer such a *direct* chance to come to the front and become a partner in the making of the country. Not where you come from, but what is in you and what you are, counts in America.

In no other country is there such healthy rebellion, such vital discontent, as there is among the poor in America. And the discontent of the poor is in proportion to how well off they are. The poor people demand more of America than they ever dared to demand of their homeland, because America is brimming over with riches enough for everybody.

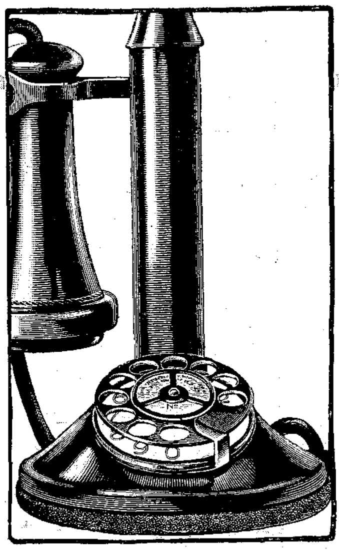
Life in America is a swift, sharp adventure. In the old countries things are more or less settled. In America the soil is young, and the people are young blossoming shoots of a new-grown civilization.

The writers of Europe can only be stylists, because life and traditions are fixt with them. In America life is yet unexplored, and lived new by each newcomer. And that is why America is such virgin stuff for the novelist.

Fiction is a mirror of life as it is being lived at the moment. And the moments are more static in Europe than in America. I admit that art is not so highly developed in America as in Europe, because art is a decoration, and America is a young country too turbulent with life to take time to decorate itself.

In the same (September) number of *The International Book Review* in which Miss Yezierska's article appears, diversion cleverly mixed with literary criticism is furnished by Eve Woodburn Leary, who shows how six of our popular novelists would treat the story of Miss Muffet and her tuffet, as related in "Mother Goose." Other topics and articles in this number include:

Ruling a Great Navy in Wartime. . . . . *Rear-Admiral W. S. Benson, U. S. N.*
Ibáñez Writes the Romance of His Own Life. . . . . *Arthur Livingston*
Finding the Weak Spots in Psychoanalysis. . . . . *Joseph Collins*
The Real Story of the Pirate. *Richard Le Gallienne*
Choosing the Best Ten Books of This Century.
Editorial:
The New Realism.
Adventures with Andrew Lang. . . . . *Clayton Hamilton*
Unriddling the Riddles of Shakespeare's Life. . . . . *Ashley H. Thorndike*
On the Sin of Being an American. *Maurice Francis Egan*
A Literary Beachcomber in the South Seas. *Henry E. Armstrong*
Lincoln as His Partner Knew Him. . . . . *Albert J. Beveridge*
The Novelist Who Never Wrote a Potboiler. . . . . *William Lyon Phelps*
Getting at the Secret of Webster's Art. . . . . *Brander Matthews*
A Study of the New Henry Ford. . . . . *Edwin L. Shuman*
Mastering One's Circumference. . . . . *Hildegarde Hawthorne*
New Books for Boys and Girls. . . . . *Mary Graham Bonner*
When Business Is at Odds with Matrimony. . . . . *Louise Maunsell Field*
With the Makers of Books in America.
V. The House of Appleton.
In This Month's Fiction Library.
Books Talked About in Literary Europe.
A Close-up of Books and Authors.



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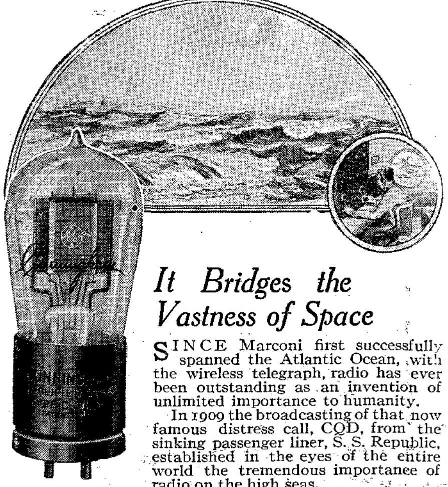

It Bridges the Vastness of Space

SINCE Marconi first successfully spanned the Atlantic Ocean, with the wireless telegraph, radio has ever been outstanding as an invention of unlimited importance to humanity.

In 1909 the broadcasting of that now famous distress call, CQD, from the sinking passenger liner, S. S. Republic, established in the eyes of the entire world the tremendous importance of radio on the high seas.

In 1912, when that gigantic liner, the S. S. Titanic, struck an iceberg far from shore, in the north Atlantic, with thousands of passengers aboard, it was the SOS call of her wireless that brought rescue ships from all parts of the ocean. Here again radio demonstrated to the world its great service in the saving of human life.

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During the war communication controlled the destinies of armies. Here radio played an exclusive part in the establishing of communication between ships at sea, from ship to shore, and from aeroplane to ground, where the use of wires was impossible.

In recent years the development of the vacuum tube has not only improved radio for the purpose of marine, commercial and military communications, but through radio telephony and public broadcasting, has established a new and even greater service to humanity.

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It saves time by punching the hole, feeding the eyelet and clinching it in one operation.
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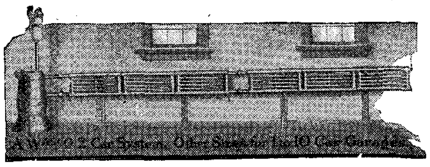
DRIVE IN AND OUT OF A WARM GARAGE ALL WINTER



ENJOY the same comfort that tens of thousands did with their WASCO Systems during the past long drawn-out winter. Because of the patented automatic regulation, no matter how cold the night, your garage is always warm—your car, warm and dry, ready to start.

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You only put on a little coal once a day. You DON'T touch the drafts. Our patented automatic regulator saves on coal and prevents costly freeze-ups. All cast iron hot water heater and radiators. Shipped all built—any handy man sets it up. NOT connected to city water.

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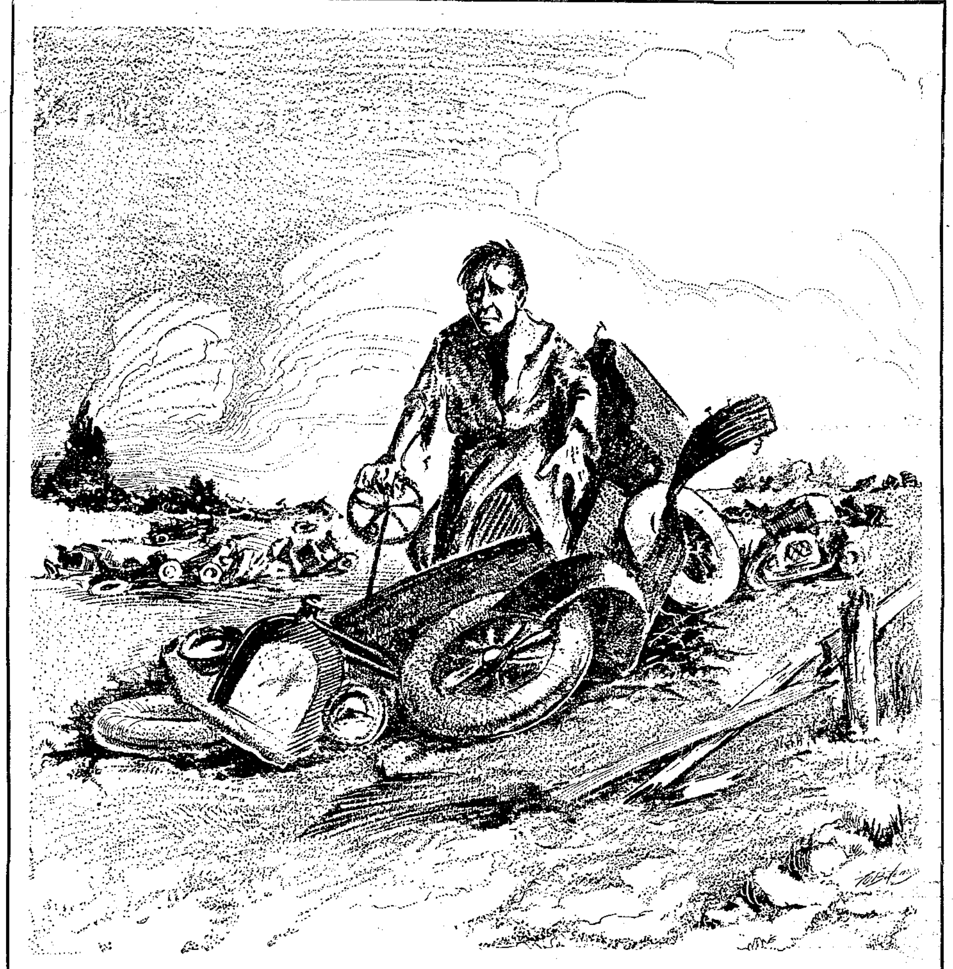
Prepare now and drive in comfort all winter

Also used for heating Offices Stores and Cottages

MOTORING ✦ AND ✦ AVIATION

"GASOLINE RABIES"—A NATIONAL PERIL

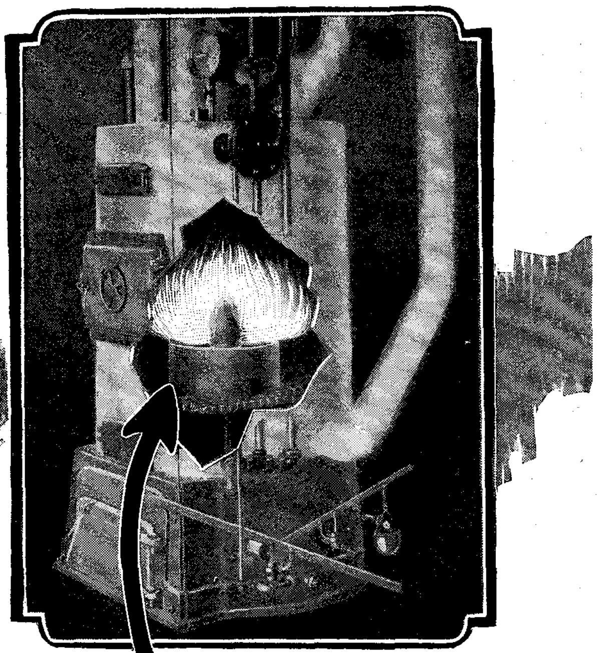
MAD dogs are said to be decreasing in number, but mad men, afflicted with a disease which one editor calls "gasoline rabies," are reported to be as frequent as usual. The various States of the Union, in countless editorials, express their indignation at the growing death-rate from gasoline-propelled vehicles, driven by gasoline-maddened men. Reports of automobile accidents in the United States to-day, observes the Washington *Post*, indicate that deaths from such cause in 1923 will exceed 15,000—which averages a killing every 50 minutes. Those injured in such accidents, it is estimated by insurance companies, will exceed 1,700,000. That is to say, about one person out of every seventy of our entire population will be either killed or injured by an automobile before the end of the current year. Overwhelmingly the greatest cause of all this carnage, on the authority of experts all over the country, is nothing more nor less than carelessness. For one thing, reports the National Safety Counsel, about 3,000,000 pleasure cars and trucks are being operated with defective brakes. This is due to a mild sort of "gasoline rabies," that causes a man to endanger the lives of himself and others by driving a car that he knows is *not* safe. The wildest sort is illustrated by an incident cited by the Cleveland *Plain Dealer*. As the editor relates and comments:



THE LAST MAN —Bateman in the Dallas *Journal*.

> A young man of excellent reputation drove like the wind for miles in New York with policemen in two pursuing cars pumping a fusillade of bullets at him. By some miracle he was not even wounded, and when he was finally stopt by the police crowding his car into the curb and overturning it, he could give no reason for his frenzy except that he did not feel like stopping when the police commanded him to stop.
>
> It is hard to know what to do with such fellows. We can not send them to the crazy house, for they are not really crazy. Unless they kill or seriously injure some one, we can not give them long terms in the calaboose. Some of them, of course, are sufficiently punished by being wholly or partially disintegrated in the climactic smash-up, but these, oddly enough, do not seem to be the majority. Perhaps the best treatment for a sufferer from gas-madness would be to rusticate him on a turnip farm in the mountains where the roads are too steep to be negotiated by even the most undiscourageable flivver. Under such treatment the recovery might be permanent.

Two people are injured every minute



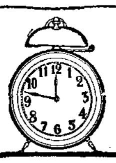
Amazing Invention ~ *New Kind of Heat*

Does Away With Coal and Furnace Drudgery

EVERY householder in America has been waiting for this startling new invention. For by its use you are freed forever from the dirt and muss of coal and ashes, from the uncertainty of annual fuel shortages, from poor quality and exorbitant prices.

3 Times the Heat of Coal

A St. Louis inventor, Mr. B. M. Oliver, has perfected a simple, mechanical device which combines 95% air with 5% oil, the cheapest fuel there is. The result is a new kind of fuel technically known as oil-gas. The new fuel, while absolutely safe, burns with an intense, clean flame in any type of hot air, hot water or steam heating plant—*giving three times the heat of coal.*



The Automatic Regulator on the Oliver (optional equipment) is as simple as your alarm clock — just set the hand and the house will be warm and cozy when you awake! Maintains steady, even temperature in coldest winter weather.

No Expensive Equipment

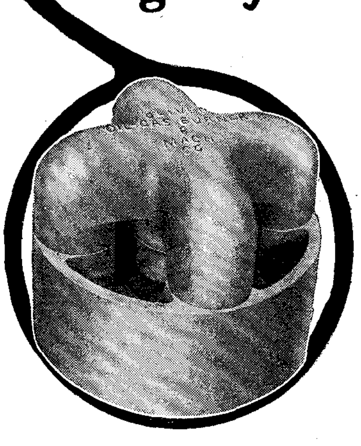
No electrical connections — no moving parts—no motors or noisy blowers. The equipment is so simple, so inexpensive that every family can now afford to install an Oil-Gas Burner. The Oliver regulates the temperature of your home by simply turning a valve, or, *automatically* by simply setting the thermostat. No more fires to build and rebuild, no more shaking of ashes and continual tending of fires. No more frozen pipes, because the heat stays at any temperature, without attention in coldest weather. No need for you to pay exorbitant prices for coal.

Cheaper, Cleaner, Hotter!

No more worry about coal strikes, no bills for hauling ashes or janitor service, no smoke, no odor, no dirt. Simply put this amazing new invention in your furnace, range or heating stove without changes of any kind. Install it yourself in a few minutes and the dirt, soot, smoke, odor and drudgery of coal are ended forever!

Low Introductory Offer

Already this amazing invention has been severely tested under most trying conditions in thousands of homes. Its performance is so perfect that Mr. Oliver guarantees it absolutely. Find out now how you can burn this new cheap fuel in your furnace or stove. The coupon below will bring you this information and will entitle you to a Special Low Introductory Price if you send it at once. There is no cost or obligation. Mail it now, before you turn this page.



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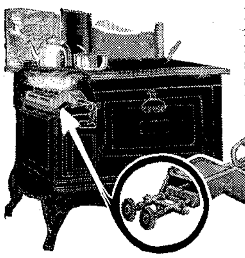

The Oliver Burner makes any range a gas stove—on and off at turn of valve.

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Send me your Free book, "New Kind of Heat," and your Special, Low Price, Introductory Offer.

I am interested in a burner for a ☐ Coal Range ☐ Heating Stove ☐ (Steam) (Hot Air) (Hot Water) Furnace

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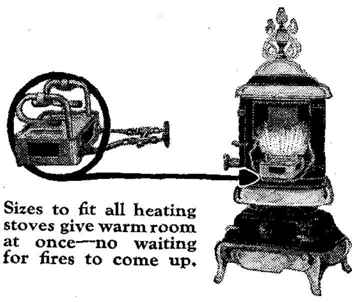
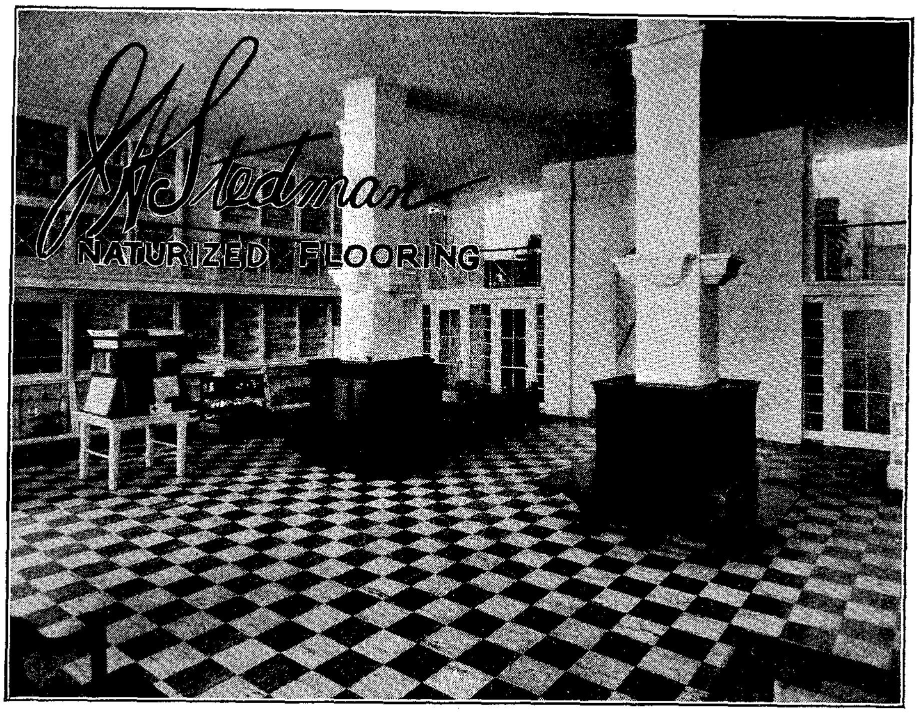


Sizes to fit all heating stoves give warm room at once—no waiting for fires to come up.



Lindsay Laboratories (First Floor), Brooklyn, N. Y.—SCOTT & PRESCOTT, Architects

How Much Does It Cost You To Keep Your Floors Perfect?

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Resilient and silent as only rubber can be, it will not dent, crack or wear out. It is stainless and sanitary—difficult to soil and easy to clean. And, in addition to every other desirable quality, it has the impressive dignity and richness which you associate instinctively with costly tile or marble.

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Chicago Athletic Club, Chicago, Ill.
Grosse Point Country Club, Detroit, Mich.

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MOTORING AND AVIATION
Continued

by automobilists, points out another editor, who believes that the great majority of automobile accidents are avoidable, since "they are attributable to speeding, to reckless driving, to intoxication at the steering-wheel, failure to exercise proper care as to safety appliances, the lack of care on the part of pedestrians, and other carelessness." Even in the Far West, where, not so very long ago, the wayfarer was exposed to dangers arising only from isolation, observes the San Diego (Cal.) *Union:*

> Now his danger is that of too much company. Where once it was possible to jog along behind a horse for twelve hours without encountering a human being, it is now impossible to travel for an hour without risking one's life before the careless wheel of some reckless driver. Verily, times have changed. Loneliness, thirst and starvation have gone, and the "madding throng"—at its maddest—infests the Western trails.
>
> Gloating statisticians yesterday completed the unhappy task of summarizing the week-end toll of automobile fatalities, and at the end awarded California highways the second place in their shameful list of the most dangerous States. New York State yielded seventeen dead to the perils of the highway, while eight lives were lost in California in the week-end motor accidents. All told, more than fifty people lost their lives in automobile crashes in the various States.
>
> This is no topic for futile pessimism or unprofitable maundering about "the good old days," when a day's journey was not a gamble with death or disability. The very thing that makes the motor toll so tragic is the fact that it is not necessary—that it can be done away with to so large an extent. The only cause for pessimism is the evident fact that this eventuality is yet afar off.
>
> Engineering skill may, in years to come, devise fool-proof highways, and it is even possible that some climax of modern science will permit the design and construction of fool-proof automobiles—but this latter possibility is, we would say, about half a century away. A fool-proof motor car would have to be equipped with a little more than human intelligence. However, there are safeguards possible at the present time which, rigorously enforced, would cut down the accident toll to the unavoidable minimum.
>
> Grade crossings should be eliminated as rapidly as possible, and this elimination should be enforced immediately in every case where the crossing approach is obscured from view of railroad or interurban tracks. Whenever a grade crossing exists, the old "Stop, Look, and Listen" sign should be enforced. This would cost time, certainly, but it would save lives.
>
> In the second place—and most important—the "personal liberty" of the motorist should be seriously infringed upon. This is meant literally. The driver of an automobile is under strict obligations to the public—to the large body of taxpayers who furnish him with roads and highways, and to all others to whom, if he is not regulated, he can become so serious a menace.
>
> Permits to operate motor-driven vehicles should be issued only after strict, standardized examinations and tests. They should

be issued only to persons physically competent to operate automobiles, mentally fit and mature. Driving without a license should have a standard penalty—a few days in jail, for instance, with ninety days' probation before a license could be issued. These regulations, to be effective, should hold in every State of the Union.

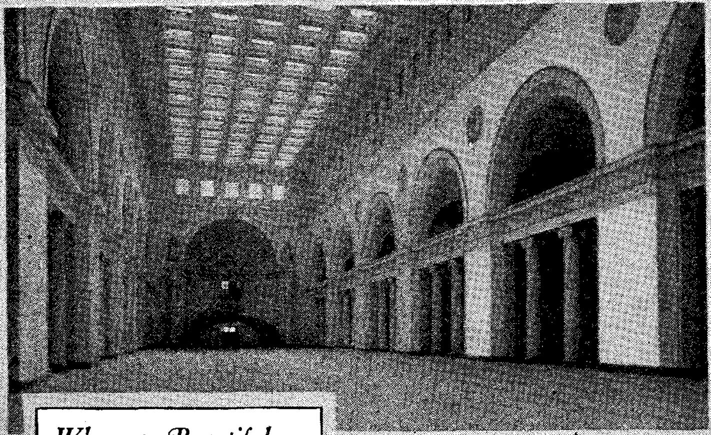
Preventive punishment for all degrees of recklessness might also be adopted. This would bring jail sentences and loss of operating permits to drivers whose recklessness had in any way endangered the public. Confiscation of a car whose owner has caused death or injury is no more unreasonable than seizure of an automobile carrying a quart of intoxicating liquor—and it would curb recklessness much more effectively than fines or short jail sentences.

As we have admitted, this drastic and nation-wide legislation will not come soon—but it will come. The people of this country are too intelligent to submit forever to this wholesale slaughter on the highways they are taxed to maintain.

A nation-wide campaign is under way to stop the ravages of our deadly gasoline disease. More than fifty cities have inaugurated campaigns, announces the New York *Tribune*, on the authority of the National Safety Council, to prevent motorists from operating automobiles with defective brakes, to correct faulty steering-gear, headlights, and other imperfect equipment, which constitute a menace to themselves and to the public. According to the *Tribune* writer:

> Statistics compiled by State registrars of motor vehicles, safety councils and police authorities from coast to coast show to-day more than 3,000,000 automobiles and trucks are being operated with defective brakes.
>
> Following the example of New York which has a special squad of police operating under the auspices of its department of Public Safety, numerous cities, towns and villages have instituted measures to induce motorists to have their cars examined.
>
> In an effort to teach motorists the importance of brake inspection the National Safety Council has issued a revised set of safety rules for drivers, who are given advice on how brakes should be used, tested and adjusted. Lecturers representing various safety councils are delivering addresses on the subject of brakes and braking before meetings of motorists, service station and garage men. The National Automobile Chamber of Commerce, Automobile Club of America, Motor Truck Association of America, American Auto Association, American Motorists' Association, Asbestos Brake Lining Association, National Bureau of Casualty and Surety Writers, Metropolitan Life Insurance Company, International Traffic Officers' Association, and other organizations, are engaged in country-wide educational campaigns to reduce the number of auto accidents.
>
> More than a million pieces of literature, calling attention of motorists and pedestrians alike to the need of caution in driving and walking, to rules of the road, etc., are now being circulated by these associations.
>
> Defective brakes are responsible for a large number of the automobile accidents generally, it is admitted, and those interested in what is known as the brake inspection movement believe this national campaign's success should do much toward

For
PUBLIC BUILDINGS



Wherever Beautiful Walls Are Desirable

MUNICIPAL buildings, art galleries, court houses, city halls, auditoriums — all find in Alabastine the most appropriate wall finish. Here as in the home Alabastine colors may be selected harmonizing perfectly with furnishings and standing woodwork.

Alabastine is economical in decorators' bills as well as artistic in results and the better stores selling paints carry it in many popular colors. No package genuine without cross and circle printed in red.

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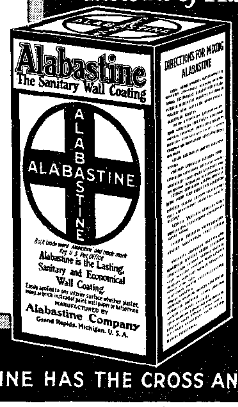
Instead of Kalsomine or Wall Paper



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THREE great essentials are demanded of a wall coating used in public buildings. First, it must be attractive, correct in surface and in color, in keeping with style of architecture. Second, it must be sanitary. Walls must not be a breeding or abiding place for disease germs. Third, it must be durable. High arches, lofty ceilings, places hard to reach become expensive where a wall coating must be frequently replaced.

The uniform high quality of Alabastine is proved beyond question by the frequency with which it is selected for the walls of our great municipal, state and county buildings; public institutions; schools, churches, clubs, theatres. Alabastine is correct for these and also in the home where its beautifully harmonizing tones and tints find the most charming and artistic utility.

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Have you seen the new Alabastine Opaline Process of decorating? We will gladly send you samples if requested.

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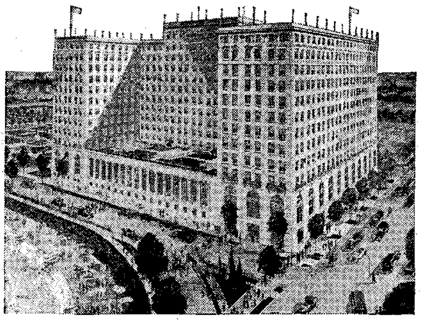

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MOTORING AND AVIATION
Continued

inducing motorists to have brakes examined regularly by competent mechanics.

A survey just made by a special research engineer for the National Safety Council shows the failure of most States to exercise any direct supervision over operators of motor vehicles, or even to make any effort to determine the fitness of persons driving cars. Failure to induce motorists to have their machines looked over to ascertain if the brakes are in good condition is considered one of the chief causes of the motor accident problem.

A safety drive in New York, we are told by the New York press, has shown that a really determined drive to reduce the ravages of "gasoline rabies" can be waged with some hope of success. A decided decrease in city accidents is credited to the campaign now being conducted there. As the New York *Times* reports:

> There were 15 per cent. fewer fatalities from automobile accidents in New York in the first six months of this year, compared with the same period in 1922, according to figures gathered by the Bureau of Public Safety, of which Barron Collier, Special Deputy Police Commissioner, is the head. The result shows, he points out, that the bureau has justified its existence, inasmuch as automobile fatalities throughout the State have shown an increase.
>
> There were 548 persons killed by motor vehicles in the city during the first six months of 1922, compared with 554 in the same period this year, altho the number of automobiles in the city increased in the same period from 269,945 to 315,614.
>
> Children have paid more attention to the safety campaign than adults, according to Marcus Dow, executive assistant to Mr. Collier. There was a greater reduction in accidents to children than to persons of all ages. In the first six months of last year 242 children under 16 were killed and 5,623 injured. This year 200 children under 16 were killed, and 4,801 injured.
>
> The Bureau of Public Safety has furnished statements of accidents by causes each month to all public and parochial schools. Police lieutenants attached to the bureau have lectured to more than 250,000 children. In these talks the causes of accidents have been imprest on the minds of the children, and they have been warned against unsafe practises in the streets. The six most frequent causes of accidents to children have been:
>
> Crossing streets not at the proper crossing, failure to look both ways, playing games in the roadway instead of on the sidewalk, running off the sidewalk suddenly in front of vehicles, stealing rides on vehicles and riding bicycles carelessly.
>
> The brake inspection squad inspected 34,798 automobiles, and obtained 1,441 convictions for operating cars with defective brakes. Safety meetings for drivers have been held at which lecturers on safe driving have been given, and 1,301,000 cards, pamphlets and posters have been distributed since the first of the year.

In Chicago, where the death-list is on the increase, reports the *Chicago Journal*, "a consuming fear, a sense of perils from automobiles, seizes upon thousands as soon as they leave their doors—surely

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a tragic evolution in the life of to-day." Reviewing the whole situation, the editor of the Marion *Star*, President Harding's old paper, writes:

> In many parts of the country a campaign to curb speeders and reckless drivers is having its effect. A survey of conditions in the big centers of population, outside of Chicago, shows that motor accidents have been materially "reduced through jail sentences, heavy fines and trips to morgues and hospitals for drivers convicted of violating vehicle laws."
>
> But in Chicago, where many months have been devoted to an organized campaign against speed-mad motorists, the records disclose that the death-list is on the increase. Chicago is the second city in the country in the automobile death-roll. Seven hundred and thirty-six people have been killed in the Windy City and in Cook County in the present fiscal year, as compared with 660 last year, and 542 in 1920. These statistics are made public by the Chicago Safety Council.
>
> In States where jail sentences are not now permitted, as in the case in Illinois, changes in the law recommending imprisonment for speeders and reckless drivers, doubtless will prove efficacious.

SOME DRAWBACKS OF DIRIGIBLES

THE extraordinary advance in commercial aviation throughout Europe, which was described in our issue for July 14, apparently has been accomplished with airplanes alone, for no mention is made of the regular routes employing dirigibles for transportation purposes. Nevertheless, when an aeronautical expert gives rein to his fancy and conjures up visions of intercontinental traffic above land and water alike, he usually counts upon lighter-than-air machines, i.e., the dirigibles, to make such a dream come true. Why, then, is there this gulf between present performance and prophecy? Granted that the carrying-capacity of airships is vastly superior to that of airplanes, and that transportation in the former would, on the whole, be far more comfortable because of added space for passengers to move about, why are dirigibles seemingly still in the crude, experimental stage?

An article on "Commercial Airships" in *The Aeronautical Digest* (New York) answers these questions, at least by implication. The writer, Colonel Commander G. Arturo Crocco, of Rome, lists six conditions as necessary for successful transportation by dirigible, and declares that only three of those requisites have been met so far. Therefore "the fact remains to-day that the dirigibles pass almost all their existence in their sheds; and can travel only a few hundred miles a year, and in fine weather." We read:

> The development of commercial airships will reach its practical stage only when the six main problems of their technique shall have been solved.
>
> Three of these problems have already found their individual solution: first, the problem of speed, which has surpassed the inferior limits which prevented forcing

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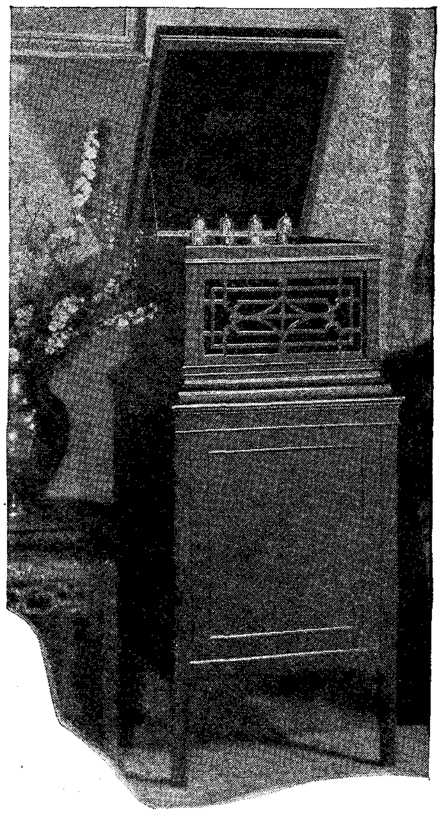

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MOTORING AND AVIATION
Continued

medium wind in the atmosphere; second, the problem of range, or endurance of cruising, which makes possible travel for long intercontinental distances: third, the big helium problem involving the need for being fireproof.

But three other problems are still to be solved: fourth, the problem of recovering fuel loss during the navigation; to spare helium and get airships free from gas stations: fifth, the metallic fabric, which must give airships practical endurance against weather agents; sixth, the problem of mooring, that is of keeping airships safely in the open air at every station.

Dirigibles entered into the possibility of mercantile locomotion as soon as they had slightly surpassed the speed of the wind. Before the World War they had only attained 50 miles an hour; during the war they reached 65 miles an hour; immediately after the war they accomplished 80; to-day they can do more than 100.

This is on account of the increase in volume, the delicacy of construction, and especially the great progress made in aerodynamics, theoretical and experimental; i. e., in drawing theoretically perfect forms; choosing those which in the course of experiments were evidently superior; studying and reducing superficial friction. As a result, a slighter volumetric coefficient of resistance than that of the hull of a ship has been obtained.

To this improvement in the coefficient relating to the outer covering has been added that relating to the accessories. Casements, keels, transmissions have all been filed down and rendered smooth and penetrating, cables and radiators have been suppress or disguised, and the whole of the aerial ship has acquired a high degree of finish.

The consequence has been that it has been easy to attain the speed of large mercantile airplanes but with a much smaller unit power. Thirty horse-power per ton is sufficient to enable dirigibles of 150 tons displacement to travel 80 miles an hour; while a horse-power of 120 or even more would be necessary for an airplane traveling at the same speed. With half of the above-mentioned power a dirigible would be able to travel 100 miles an hour.

Regarding the second difficulty, range, Colonel Crocco says:

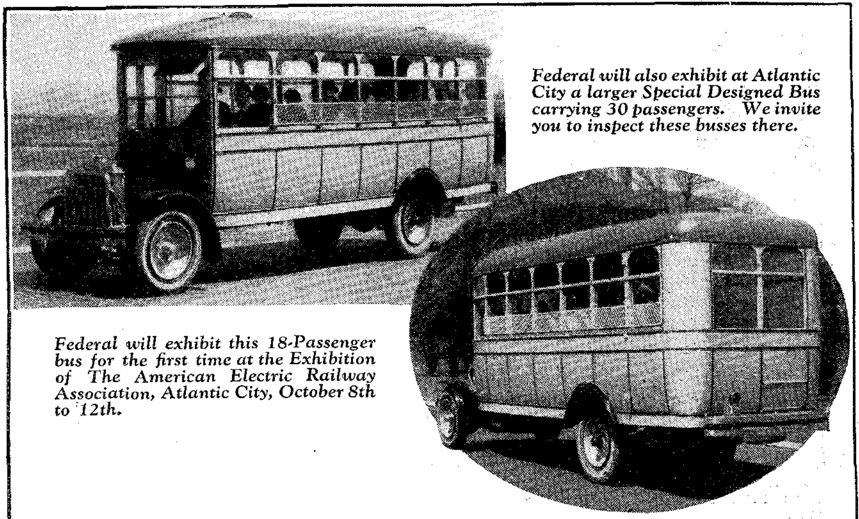
> The feeble power required by dirigibles of the correct shape and of heavy tonnage has also facilitated the solving of the problem of range, that is to say, the length of time they can go without refilling and whether they can cover long distances without stopping.
>
> It is possible, traveling at an average speed of 65 miles an hour, to stay in the air several days and to cover distances of 7,000 to 12,000 miles, according to tonnage.
>
> This gives it a great superiority over the airplanes; these machines can never hope to attain such figures; and it is especially a great point gained in the exploitation of the great aerial intercontinental lines, thus placing the airship on a level with the steamship.
>
> This question is also connected with that of economical traveling. It has been shown that taking into account the number of passengers carried, aerial voyages work out more economically than sea voyages.

Perhaps our hearts will with rapture thrill from learning that—

> A third problem, of which Europe is still seeking the solution, has already been solved in America: that of helium. I consider this solution as a great advance in the path of aeronautical progress.
>
> This is because an inert gas like helium is not only incombustible but also incomburent; that is to say capable of putting out by its mere presence any incendiary element which may attain the outer covering. It is a great automatic extinguisher, working spontaneously everywhere. This fact gives the envelop of a dirigible filled with helium a superior degree of safety to that of the hull of a ship. It is the first condition necessary to establish its intrinsic value; a thing that it is very difficult to do with a dirigible filled with hydrogen on account of the precarious nature of its existence—at the mercy of a pin or a match.
>
> But it is not only the value of the material that one must bear in mind, but also that of the human lives that will be in the hands of these great airships. In reply to cynics who have remarked that this value is comprised in the insurance risk, and that helium will only reduce these insurance expenses from 10 to 2 per cent., we may say that an Aerial Company which, at the outset, should experience the misfortune of seeing one ship of its aerial fleet destroyed by fire would lose for a long time to come the confidence of the public and would declare itself bankrupt.
>
> One may object to all this that helium is very costly. It certainly is costly; but only if one is going to waste it uselessly, as one does to-day with hydrogen.
>
> It can be shown that the loss of gas by the valves, in a regular mercantile service, is a hundred times more than the loss by osmose through the tissue of the envelop.
>
> A dirigible of 150 tons displacement, intended to travel 180 days every year, would need, at the present rate, twenty times its volume of helium. All the production of the richest American wells would only be sufficient to maintain one or two of these airships.
>
> It will therefore be necessary to do away with loss by the valves during flight; and this will bring about, in the instance above cited, the necessity of a yearly recharge of only 20 per cent. of its volume, which is necessary to cover losses by osmose.
>
> The American production would, therefore, suffice for 100 airships of 150 tons each; and helium can be looked upon as part of the installation capital, which would be paid off in five years.

The helium question, we are told, is connected with the fourth problem, that of making up losses in navigation; a problem which "has been theoretically solved but still awaits a practical solution," since—

> It is known that a dirigible in flight, if it maintains its interior temperature at the same degree as the exterior temperature, will find its equilibrium increasingly threatened as it consumes the gas necessary for its engines. In order to reestablish this equilibrium during a long flight it is therefore necessary to lose a certain amount of gas, voluntarily by the safety valves, in the same proportions as the consumption of gas; which signifies about a cubic meter for each kilo of gas, in our decimal units.
>
> This is the most important loss of gas in all dirigible operations, because it is ten times more than that necessary to maintain the same degree of purity; and



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one hundred times more than that due to the loss by osmose.

This loss is, however, not necessary in principle, and it can theoretically be supprest either by thermal methods, or by the recuperation of the water burned by the gas.

The importance of this may be seen at once not only from the point of view of the use of helium, but also from the point of view of the suppression of stations for recharge of gas.

If the mass of helium in a dirigible does not need to be recharged so often it may be possible to do this at its starting port, and to stop anywhere during its voyage just for the recharge of gas. The stations could be chosen independently as for a ship.

This is also an essential condition for anchoring in mid-air. This is the first of the problems that will have to be solved in practise.

The selection of a thoroughly satisfactory metallic covering for gas-bags is the second difficulty yet to be overcome, and on this point the writer declares:

Materials made of natural fiber, rubber, gold-beater's skin, are not sufficiently durable. The present envelops, which nevertheless constitute the principal part of the construction expense on account of their size and the cost of raw material, have to be replaced so quickly that the amortization does not correspond with their actual value.

This is all the more so because these renewals necessitate the immobilization of the engines, and make reserves necessary, thus increasing annual expenses.

We have in Italy excellent rubber-coated materials; but they quickly lose their waterproof quality; we also have excellent varnished stuffs, but they quickly lose their resistance; we have experimented also with German gold-beater's skin in the rigid Boden-See; but, for a year, this dirigible has been immobilized on account of these "ballonets."

Who can say what will happen with a regular service of three or four thousand hours a year? Who can say what will happen when dirigibles are subjected to alternate sun and rain, with the variations of climate that occur in long transcontinental flights? Finally what will happen when the airships stop in mid-air?

The envelops will then have no intrinsic value at all; because their upkeep will cost at the rate of a 100 per cent.; and they will figure on the balance sheets of the aerial navigation companies as working expenses instead of installation expenses.

This problem will therefore have to be solved before the opening up of air navigation services as paying concerns.

It is a question for the laboratories, which must be studied with a real understanding of the construction of dirigibles, in order to arrive at a practical result. This result would place airships side by side with sea-going vessels, even from the point of view of their cost price.

It therefore follows that in respect to the number of passengers carried, the round figures of transport, as regards working expenses and paying off of installation expenses, would be about on a level, which would give to aerial navigation so much more rapid, absolute predominance.

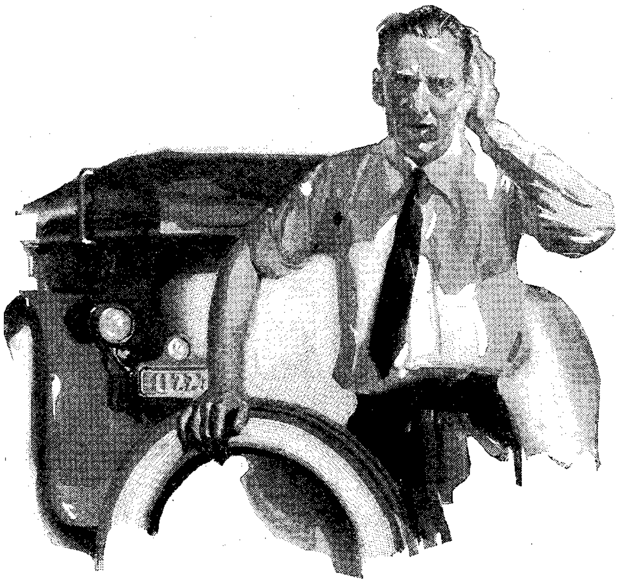
Then comes the last of the problems yet to be solved from a practical standpoint; stopping in mid-air. Colonel Crocco defines this difficulty by remarking:

> I mean the mechanical question, because the whole of this problem is closely connected with the solution of the three questions: helium, recharging, and metallic coverings. Because it is inconceivable to be able to stop in mid-air with a dirigible that is exposed to the dangers of fire; which requires delicate manipulations of gas and gas-meters, and whose envelop (outer covering) is deteriorated by the effects of sun and rain.
>
> These preliminary questions, once taken as settled, there only remains the mechanical side, that is to say: mechanical means necessary to bring the aerial ship to the soil and keep it there in spite of the wind.
>
> The stopping in mid-air would give these dirigibles the right to call themselves aerial ships and to adopt the formula: A ship, a shed and the air: because with one sole starting-point they would be able to fly in any direction to any part of the globe.

BEATING THE WEST WIND

IN his attempted daylight-saving, between-suns flight across the continent, Lieut. Russell L. Maughan, U. S. Army Air Service, scored strongly on the west wind, as shown by a meteorological analysis of thousands of flights, made by Air Mail Service pilots. In going from East to West, the weather odds against speed achievement were much greater than they would have been against a plane traveling the West to East course. Light winds made conditions favorable for Lieutenant Maughan's success. But as a day-in-and-day-out proposition, in going from East to West, the aviator on the route taken by the mail planes from New York to San Francisco, and probably also on the route taken by the Army's pilot, faces a speed-reducing head-wind which averages seven miles an hour throughout the year. Says Science Service's *Daily Science News Bulletin* (Washington):

> This velocity of seven miles is not constant, and the wind does not blow all the time from the West, an analysis by U. S. Weather Bureau experts shows. At the average height above ground which the mail planes maintained, 1,500 feet, the velocity might vary from practically nothing to that of a fierce gale so strong as to make flying impossible. The winds might also come from any point of the compass, due east or north as well as west. But over the whole period of twelve months and over the whole route of 2,680 miles between New York and San Francisco the average force and direction of the wind, according to the experience of the aviators, was as given.
>
> As a result of the careful studies made by the government experts, flying schedules have been drawn up for planes having a cruising speed between 50 and 150 miles an hour which the planes can be guaranteed to fulfil for at least 90 per cent. of the time they are flying between these two cities, so far as obstruction from wind and weather is concerned. For 5 per cent. of their time, according to observations made by



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That's what comes from letting some other fellow test your air pressure. No good blaming him, though. It's only human to forget to inflate the spare tire—unless it's your own.

If you test your *own* tires with your *own* gauge—if you make sure of your *own* inflation—if you do this simple thing with your *own* hands, things like this won't happen to you.

A certain little device, the Schrader Universal Tire Pressure Gauge, owned by all wise motorists, will keep you right on inflation.

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Press this gauge over your valve and it tells you instantly and accurately the amount of air in the tire in pounds. Knowing how you stand on inflation at any given time makes it easy for you to keep your tires always blown up to the correct pound-pressure all around—*including the spare.*

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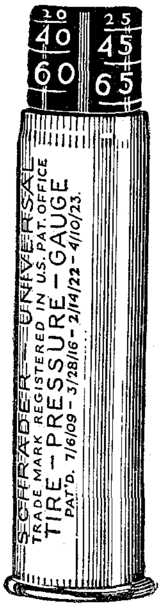
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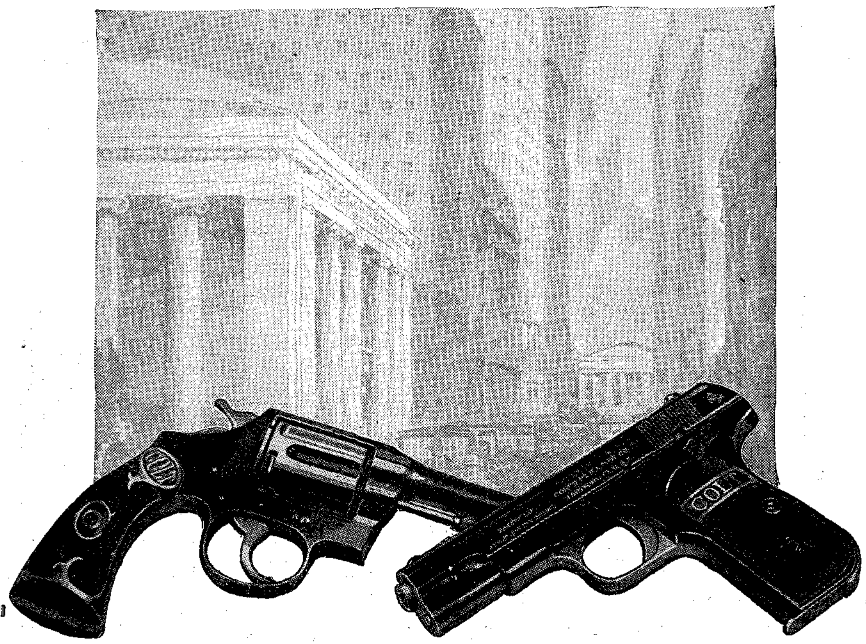

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MOTORING AND AVIATION
Continued

the Weather Bureau, they may expect to encounter head-winds of 36 miles an hour or more in flying westward and of 20 miles or more in flying eastward. When such winds are met the planes may be delayed, but can complete their scheduled trips. But for another 5 per cent. of a year's flying in both directions they are in danger of running into rain, snow, fog, or very high winds which would make the completion of the flight questionable or quite impossible. The minimum that can be guaranteed therefore is placed at 90 per cent., altho a much greater efficiency may be achieved. In fact, during the calendar year 1922 the planes of the air-mail service attained an efficiency mark of 95.5 per cent.

During the twelve months for which the records have been studied, the mail planes traveled from San Francisco to New York at an average speed of 100 miles an hour and from New York to San Francisco at the rate of 86 miles per hour. For the eastbound planes the best flying time was in the winter months, when they made an average of 104.2 miles per hour, and the slowest flying was done in the summer, when the rate averaged only 93 miles. Westbound planes, on the other hand, made practically the same time in summer and winter, about 85 miles an hour, falling off in the autumn months to 83.6 miles and in the spring rising to 90 miles. West winds are more prevalent in winter than in summer, and winds from all directions are strongest in the winter months.

COMING: THE STEAM AIRPLANE?

THE possible use of steam as a motive power in aviation is forecast by the report from Germany of the development there of a steam-driven airplane. A contributor to *The Popular Science Monthly* (New York) says that altho this craft is still in the experimental stage, accounts of its performance and the description of its operation have been received by American aviation engineers with tremendous interest. In fact, some profess to see in it the first step in the solution of the problem of furnishing an absolutely dependable motor for the commercial aircraft of the future. We read:

> The steam plane is constructed throughout of duralumin, the extremely light aluminum alloy which has been used successfully in airplane construction in this country. The engine is an adaptation of the Diesel engine, now extensively employed in the United States Navy. It burns a combination of crude oil and other oils, which is broken up under a forced air feed and sprayed against the boiler. Here it ignites, giving terrific heat considering the relatively small quantity of oil consumed in the operation. Ten gallons of oil are said to be sufficient to run the plane's 750-horse-power engine for eight hours. American aviation engineers are inclined to question this statement, as well as the report that only 1,000 pounds of water are used in a flight of ninety-five hours, altho they agree generally that the principles employed in the new plane are sound and are likely to lead to important developments.

The steam turbine and boiler are said to be considerably lighter than other engines capable of developing equal horse-power. It is claimed also that the new plane will carry much less weight in oil and water than the weight of gasoline carried by an ordinary airplane of the same size, equipped for a flight of equal duration.

The water used to generate steam in the new plane is carried in the metal wings, in compartments so arranged that the water may be shifted to "trim ship" if desired. The steam is condensed after exhaust and conveyed back to the wings in the form of water.

George W. Lewis, executive officer of the National Advisory Committee on Aeronautics, says that the U. S. Government has done considerable experimental work on steam power for airplanes, but has met with only partial success because of the problem of condensing water without the use of heavy equipment. For the heavier-than-air machine he believes steam power does not look encouraging at this time, but ultimately it will be of considerable use in the propelling of rigid dirigibles. Lewis and other aeronautical engineers in the Navy agree that steam is the apex of efficiency, and that its thorough reliability under practically every condition makes it a fertile field for experimentation.

The recent record-breaking long-distance flights of the Army aviators, Lieuts. Oakley G. Kelly and John A. Macready, who flew from coast to coast without stop, indicates, the writer thinks, that while the body of the modern airplane is sound, its heart—the power plant—is weak and constantly giving trouble. He goes on:

> Navy Department statistics show that the Liberty motor must be overhauled after approximately seventy-two hours of flight, at a cost of 300 man-hours—more than $600. The Navy now is concentrating its attention on the improvement of engine-reliability.
>
> Aeronautical engineers long have recognized that the development of a motor that will combine lightness of weight with high-power efficiency, but that will lack the uneven performance of the present internal combustion engine, probably is the principal problem confronting them in pushing the commercial possibilities of aircraft. Until recently their experiments have supplied no definite hope of finding an effective substitute for the present engine.

Good Loser.—"The Germans are not good losers," said Police Commissioner Enright, of New York. "I like a good loser. Take, for example, young Mainwaring.

"Young Mainwaring made a passionate proposal to a wealthy man's daughter on a moonlit piazza at Dark Harbor. The girl turned him down. Then she said fearfully—for he had laid it on pretty thick:

" 'And now that I have refused you, do you really intend to commit suicide?'

" 'That,' said young Mainwaring coldly, 'has been my custom hitherto.' "

Zoologically Speaking.—A class in natural history was reciting.

The teacher asked, "Where is the home of the swallow?"

A long silence, and then a hand waved.

"You may answer, Robert."

"The home of the swallow," declared Robert, "is in the stummick."—*Grand Rapids Herald.*

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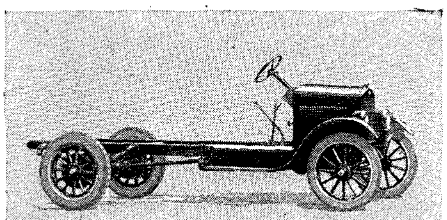

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Gray Truck - $575

INVESTMENTS AND FINANCE

MEANING OF THE CANADIAN BANK FAILURE

NO general significance, or evidence of national or even provincial financial straits, attaches to the failure of the Home Bank of Canada, we read in the Toronto correspondence of the New York *Evening Post.* Of course, the failure of a large bank with seventy branches is no small matter. This failure, by the way, is the first bank insolvency in Canada since the outbreak of the war in 1914. It is evident, we read further in *The Evening Post,* that this bank's affairs "are in such a state that reorganization is impossible, for no one of the other chartered corporations has offered to take it over." But it seems that in any case,

> Owing to the provisions of the Canadian bank act, no note-holder and no depositor will be allowed to suffer loss; but the shareholders may not only lose all that they have put into the concern, but they may also be called upon to pay to the bank's creditors a second sum equal to their subscribed stock.
>
> The responsibilities entailed by the double liability clause have so alarmed smaller shareholders in the various chartered banks of the Dominion that more bank stocks, noticeably in small lots, have been sold on the Toronto exchange to-day than on any one day for many years.
>
> But the Home Bank trouble is by no means significant of any national or even Provincial financial straits. The bank, tho holding a Dominion charter for the last twenty years with a capitalization of only $2,000,000, was really only an expansion of an old loan company into which the Irish immigrants to Canada used to put their savings under the care of the Roman Catholic Church. However, it had seventy branches scattered from Montreal to Fernie, in British Columbia. Tho the deposits amounted to $17,000,000, the reserve fund of only $550,000 left the bank too weak to stand the strain of loans advanced to Western farmers and to a pulp and paper company on the Pacific coast.

The suspension of the Home Bank of Canada furnishes, in the opinion of the *Evening Post's* Toronto correspondent, who writes on the financial page, "the fourth proof within the last eight months that Canadian financial institutions are not too illiberal in the matter of loans." It seems that:

> During the discussion over the revision of the banking act at the last session of the Dominion Parliament it was constantly asserted by bank officials, called to give evidence, that Canadian banks already lent too freely. On the other hand, members of the Progressive party strongly advocated both easier loans to farmers and a lower minimum capitalization that would permit the establishment of numerous smaller banks throughout the West. However, the recent illustration of the evil effects of a too liberal financial policy will probably result in more conservative amendments to the bank act rather than the relaxing of any of its present provisions.
>
> Early in the present year the reserve fund of the Merchants Bank became so impaired through bad loans to an Eastern brokerage firm and to Western farmers that the Bank of Montreal had to take over the whole institution. Later, the Union Bank and the Standard Bank, both of which had fortunately followed the policy of increasing their reserves in years of prosperity, were obliged to reduce these reserve funds again, owing to the depression in the Western provinces.

The fourth incident, of course, was the more serious one of the Home Bank failure.

BUSY HOURS IN A FLOATING BANK

THE bank on board an ocean liner is a comparatively new institution, but it seems to be making a place for itself. The ocean office of the Farmers Loan and Trust Company on board the *Leviathan* does business with some 4,000 customers, a larger number than many large banks ashore are called upon to take care of during the week. According to the New York *Times,* "there are no 10 to 3 banking hours for the ocean bank. The closing hours depend upon when the ship will land its passengers." It seems that "on the first trip the *Leviathan* was due to arrive Monday, and the bank found it necessary in order to take care of the steady line of customers and provide them with American money, to remain open for business all day Saturday and Sunday, and until late Sunday night." *The Times* goes on to quote from a statement issued by the bank:

> Aside from 2,500 cabin passengers and a crew of 1,300 served, at specified hours on certain days, the bank is available to second and third class passengers. It is calculated that 80 per cent. of the travelers aboard the *Leviathan* availed themselves of the ship's banking facilities. And that's not all, because the purser's office, the radio, post-office, Ritz-Carlton restaurant, the shops aboard the ship, barbers and the manicurists have all made the Farmers Loan office their bank.
>
> The main transactions of the bank are cashing travelers' checks and drafts under letters of credit, and changing money from one form of currency to another. On the outward trip the latter transactions are mostly confined to exchange of dollars for English and French money, but on the way back the company takes in almost every kind of European currency, for which it pays dollars at rates of exchange received daily by radio from the New York office of the trust company. The ocean bank also issues letters of credit and travelers' checks, which are mostly in demand on the outward-bound voyage.
>
> But changing money and issuing travelers' checks and letters of credit are only what might be called standard operations.

On every trip wireless orders are received from New York, London, and Paris to make payments to passengers, and in one case such a payment was effected within twenty minutes. Another type of transaction must be carried out when passengers aboard the ship want to make telegraphic payments ashore. These are handled by radio in code, through the New York office.

Altho the ocean bank does not deal in stocks or bonds, it receives stock quotations, which are in great demand from a certain section of the passenger list.

$300,000,000 A YEAR FOR FURS

"WILD life vanishing" makes a fine headline for the usual diatribe against summer furs, but we read that this increased demand is not to any appreciable extent reducing the number of fur-bearing animals, and "it seems probable that any material shortage in the product from natural sources will be followed by an enlargement in the 'fur-farming' industry." In recent years that industry has made only limited contributions to the world's fur crop, which is now rated at "probably 250 to 300 million dollars a year in the form in which it leaves the hands of the trappers and hunters." As *The Trade Record* of the National City Bank of New York tells us:

> Fur experts express the opinion that "summer fur" still forms but a small proportion, perhaps ten per cent., of the hundreds of millions of dollars annually paid for furs by the people of the United States, for the sums which our own people pay for furs do actually run into the hundreds of millions. The imports of furs in all forms in the fiscal year just ended totaled nearly 100 million dollars against an average of about 25 millions a year prior to the war, while the outturn of "fur goods" by the factories of the United States in 1921 was according to a census report just issued 140 million dollars, and that of the "drest furs" 20 millions.
>
> And when we remember that the nearly 100 million dollars valuation of furs imported is that in the country from which they are sent to the United States and are therefore exclusive of the freight and tariff duties, and also remember that the 160 million dollars' worth reported by the 1921 census is the factory valuation of the goods, it is quite apparent that the sums annually paid by the final consumer will run into the hundreds of millions, and may perhaps cross the 300-million-dollar line in the calendar year 1923. The big increase in recent years is due in part to larger quantities of furs used and in part to higher prices. The growth in the use of furs is illustrated by the fact the United States census reports show that the capital of the factories engaged in the production of fur goods increased from 30 million dollars in 1914 to 81 million in 1919. New York and Chicago are the chief fur markets of the United States.
>
> Certainly there can be no doubt of the enormous increase in the sums paid for furs, since the total output of the fur factories of the country has grown from 27 million dollars in 1899 to 160 million in 1921, while the value of the imports has grown from an average of about 25 million dollars a year prior to the war to 93 million in the fiscal year 1923, which ends with the month of June.

R. F. Schabelitz

"These insurance policies are my estate"

A BUSINESS MAN was talking to a trust company officer on the problem of protecting his family's future.

"What will your estate consist of?" asked the trust officer.

"Mostly life insurance," was the reply, "but I want that protected, if possible, like an estate consisting of any other property."

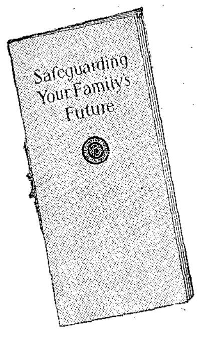
A way was pointed out to him.

Under the plan adopted the trust company will receive the insurance when it is paid. It will invest the money in sound securities, yielding the best income consistent with safety.

The income from the investments will be paid to the family regularly. By a provision in the agreement, should there be a pressing need for extra payments, such as might be occasioned by serious illness, the trust company is allowed to pay additional sums up to a certain specified amount.

This is a wise plan for most men of family. It can be carried out with the policies you already have and, as you increase your insurance, new policies can be added to the fund. You may pay the premiums yourself or may deposit securities with the trust company, the income to be used to pay the premiums. Thus you obtain a protective service under a plan flexible enough to meet your family's needs.

Ask a Trust Company



for the booklets, "Your Wife and Your Insurance" and "Safeguarding Your Family's Future." Ask one of its officers for further information on life insurance trusts. Or, if more convenient, send your inquiry to the address below.

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AMERICAN BANKERS ASSOCIATION
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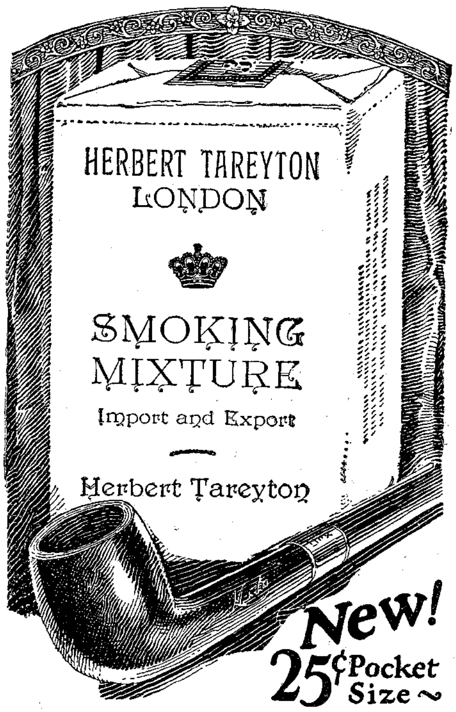

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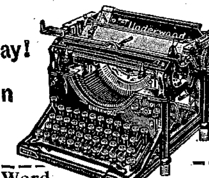

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INVESTMENTS AND FINANCE
Continued

DECIMAL CURRENCY PROPOSED FOR ENGLAND

THE clumsy pound, shilling and pence system is again under fire in England, we learn, and Britons who favor the adoption of American coinage say the change could easily be made, as "72 half-pence are worth practically the same as 73 cents," so that "a workman who to-day receives 30 shillings, or 720 half-pence, could be paid $7.30 instead and would not know the difference." In *The English Review* (London) J. Russell Gubbins tells us:

> The main reasons for giving the preference to the dollar-and-cent system [over the existing English coinage, or a pound subdivided into a thousand "mils"] may be summed up as follows:
>
> (1) Its adaptability for every-day transactions, and its greater simplicity for the keeping of accounts, having but two places of decimals in the second cash column, whereas in the pound-and-mil system there are three.
>
> (2) It is a system that has stood the test of 135 years' practical experience, and has proved eminently convenient.
>
> (3) That the readjustment of prices would be much easier, and less likely to cause friction, than would be the case were we to make the mil one of our coins.
>
> (4) That if we are to aim at one uniform Empire currency, that object is more likely to be attained through the dollar than through the pound and mil.
>
> (5) That to our foreign customers as well as to the Dominions the dollar system is known, whereas were we to introduce the mil we would be asking them to make themselves familiar with a new currency without any compensating advantages.
>
> (6) That in not many years from now the number of people using the dollar will be much larger than the number of those using any other coin. This will make the dollar the predominant standard.
>
> (7) That the adoption of the dollar by the British Empire would bring us into line with the great English-speaking communities of North America, and so form a link which would be not only advantageous from a commercial point of view, but could hardly fail to have far-reaching consequences, both social and political, as anything tending to draw closer the ties between the Anglo-Saxon nationalities would strengthen their power and influence.

GOLD WAGES FOR GERMAN WORKERS

A MOVE toward a new financial system in Germany, as well as an important victory for labor, may perhaps be discerned in the announcement from Berlin that the gold basis rate for the payment of workers throughout Germany was decided upon finally on August 25th. As we read in the Berlin dispatch to the New York *Tribune:*

> Wages in future will be paid on a gold basis one-third less than in pre-war days.
>
> The conference at which this agreement, which is to become effective immediately, was held was attended by representatives of workers in all branches of trade from the industrial centers and committees of employers from various parts of Germany.

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CURRENT EVENTS

FOREIGN

August 22.—Premier Poincaré, in a note to England, indirectly asks what the United States intends to do about the French debt.

August 23.—Baron Tomosaburo Kato, Premier of Japan, dies in Tokyo.

August 24.—Chancellor Stresemann of Germany in the course of a speech in Berlin, announces the German Government's willingness to expand former Chancellor Cuno's guaranty plan for the reparations settlement.

The Belgian reply to the recent British note, reports Paris, upholds the legality of the Ruhr occupation.

Viscount Uchida is appointed Premier, *ad interim*, of Japan.

August 25.—The first step toward abolishing passive resistance in the Ruhr, according to a report from Berlin, comes with the cooperation between the Allies and the Reich Government in the food crisis in Prussia, Barvaria and Baden.

August 26.—Ambassador Daskaloff, Bulgarian Envoy to Czecho-Slovakia, is assassinated at Prague.

Germany promulgates a decree ordering the surrender of gold, under the terms of the new tax act, to purchase food abroad.

August 27.—Disillusioned gold-seekers, says a dispatch from St. Johns, Newfoundland, are returning from Labrador, where the "gold boom" has fizzled out.

The Irish elections, reports Dublin, are "generally quiet," with Ministerialists "estimated to have a safe lead."

DOMESTIC

August 22.—President Coolidge orders a conference of Governors in New York on August 28 to take measures for supplying the public with fuel in the event of a coal strike.

The air mail from San Francisco to New York, and from New York to San Francisco, crosses the continent in the new schedule time of approximately 28 hours.

August 23.—The recognition of Mexico, reports Washington, is likely to be authorized within a few days.

Five persons are indicted in New York for war fraud, totaling $2,000,000.

August 24.—A strike order is decided upon, according to a report from Atlantic City, to go forward within two days to the anthracite miners. Governor Pinchot of Pennsylvania, appointed "coal arbiter" by President Coolidge, calls a new conference.

August 25.—The Administration, reports Washington, is perfecting arrangements for distributing coal substitutes, in case the threatened strike materializes.

August 27.—Governor Pinchot warns the hard-coal miners and operators, reports a dispatch from Harrisburg, Pennsylvania, that "no stoppage of industry can be tolerated." President Lewis, of the United Mine Workers, goes to Philadelphia to direct the strike ordered for September 1st.

if you love *your* surroundings

—if you have worked to make beautiful the place where you dwell, you do not want your efforts ruined by lack of foresight.

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Is Psychoanalysis on the Wane?

THE sensational influence which psychoanalysis has had on contemporary thought and literature, has led many to acclaim it the great liberating force of the twentieth century. . . . But now comes Dr. Joseph Collins, with the practical caution of a medical man and scientist, and asks if the day of psychoanalysis is already on the wane. His review, in the September INTERNATIONAL BOOK REVIEW, of Dr. John T. McCurdy's "Problems in Dynamic Psychology," is of particular interest because of the question it raises as to the extent to which Freud has influenced our life and literature.

Rear-Admiral W. S. Benson, U.S.N., contributes to this number an important and interesting review of "The World Crisis," the book in which Winston Spencer Churchill, one time First Lord of the British Admiralty, relates the triumphs, the near disasters, the thrilling and hitherto untold adventures of the British Navy during the Great War. Admiral Benson was Director of Naval Operations, U.S.N., during the war—a fact which makes his estimate of "The World Crisis" of particular value and interest.

In this issue also, Anzia Yezierska tells of her early struggles in America and of how she succeeded finally in achieving her life long ambition to become a writer; Maurice Francis Egan reviews D. H. Lawrence's "Studies in Classic American Literature," a book which represents a strongly individualistic view-point and which is sure to stir up bitter controversy. Among the new novels reviewed are "The Temptress," by Blasco Ibáñez; "Bread," by Charles G. Norris, and "Mr. Podd," by Freeman Tilden.

Have you sent in your list of the ten best books of the Twentieth Century? Owing to the unusual interest which this readers' symposium has aroused, the closing date has been postponed to November 15th. Details are announced on page 19 of the current number. . . . Reading the INTERNATIONAL BOOK REVIEW is the best means of keeping yourself thoroughly informed on contemporary literature. One dollar and a half is all that is required to bring the magazine to you every month. Use the coupon below for a year's subscription.

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THE SPICE OF LIFE

Preliminaries.—"When I 'its a man 'e remembers it."

"When I 'its a man 'e don't."—*Sydney Bulletin.*

Great Helps.—Lawyers are surely im-noral; every time, almost, a witness on he stand offers to tell the truth, some awyer objects.—*Marion Daily Star.*

Going Down.—If your brains won't get you into print, you can always sign a patent medicine testimonial and grab off some publicity for your stomach.—*New York Tribune.*

Much in Little—Mr. Joseph Hinnant, city carrier, is taking his well-earned vacation of fifteen days this week as allowed by the Post-office Department.—*The Balesburg-Leesville (S. C.) News.*

The Weepy Part.—Professor (explaining the results obtained from the inflection of the voice)—"Did I ever tell you the story of the actor who could read a menu so as to make his audience weep?"

Student (strangely moved)—"He must have read the prices."—*Everybody's.*

Unreasonable.—A noted financier was aken seriously ill at 90 years old and felt hat his end was near.

"Nonsense," said the doctor, "the Lord sn't going to take you until you've passed the 100 mark."

"No, my friend," said the aged banker, 'that wouldn't be good finance. Why should the Lord wait until I reach par when He can pick me up at 90?"—*Business gazine.*

Advertised by Our Loving Friends.—Watch next week's Digest for the following features:

Cutting remarks from the Toledo *Blade.*

A stinging editorial from the Sacramento *Bee.*

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Several snappy amendments in the lanta *Constitution.*

An eyeful from the Albany *Argus.*

Model expense account from the Boston *Traveller.*

Several pages from the Philadelphia *Ledger.*

—*From a "Take-off on the* Digest *in the New York World.*

Necessary Precaution.—One of the negro immigrants who have been drifting up from the South in such numbers stopt a pedestrian in front of the post-office.

"Say, Boss," he inquired, "what's de way to Seneca Street?"

He was given the direction.

"Is dere a place down dere where I can git myself mawked?"

"Marked?"

"Ya-as; git my 'nitials stamped on my awm, you know. I got to dis town lass night, an' I had a job engaged, an' a satchel full of clo'es and $18.62 in money. Fust I loss my way, den I met a guy who was goin' to show me, an' when I come to I'd loss my satchel an' my money; now I've juss loss my job. I wants to go an git mawked right away, or nex' thing I knows I'll lose mahself."—*Buffalo Express.*

Still Going Strong.—"How long did it take your wife to learn to drive?"

"It will be ten years in September.'—*The Passing Show (London).*

New Species.—"There," said Jones, "there is a woman in a million."

"So?" queried Smith. "Feminist? Politics?"

"Nothing like it, but she will tell you or any one that she has more clothes than she needs and that she is satisfied with her husband."—*Richmond Times-Dispatch.*

Banks Rendered Unaccountable.—Shelby, Montana, is getting a lot of advertising as a town that had two banks before the fight and now has none.

* * *

This puts Mr. Dempsey in a class by himself. Only champion heavyweight of the world who ever knocked out two banks.

* * *

The banks didn't take the count, because there was nothing after the fight to count. —*Detroit News.*

His Class.—A group of negroes were at the terminal station Sunday morning, telling a few departing brethren good-by. A trainman noticed one negro looking on nonchalantly, and inquired: "John are you going north?"

"No, sir," said the negro address. "I'se a class B nigger."

"What do you mean by class 'B' nigger?" asked the trainman.

"Well," said Sam, "I B's here when dey leave, and I B's here when dey come back." —*Macon News.*

Pleasing Papa.—Mother was entertaining a few friends and young hopeful was being duly shown off, and resented it, as all young hopefuls do.

"Who do you like best?" asked one friend.

"Mother," was the reply.

"Who next?" asked another.

"Little sister."

"Who next?"

"Aunt."

Father, who was seated at the back, opened his mouth and said: "And when do I come in?"

"At 2 o'clock in the morning," was the reply.—*Atlanta Journal.*

As It Looked to Percy.—"Do tell me something about the play," she said to the young man. "They said the climax was superb."

"Yes, I am inclined to think it was very good," said Percy.

"Can't you describe it to me?" she asked.

"Well, the heroine came stealthily on the stage and knelt dagger in hand, behind a clump of ribbons. The hero emerged from a large bunch of flowers, and as soon as she perceived him, she fell upon him, stabbed him and sank half conscious into a very handsome aigrette. This may sound queer, but the woman in front of me wouldn't remove her hat, and that's how it looked to me."—*Pittsburgh Sun.*

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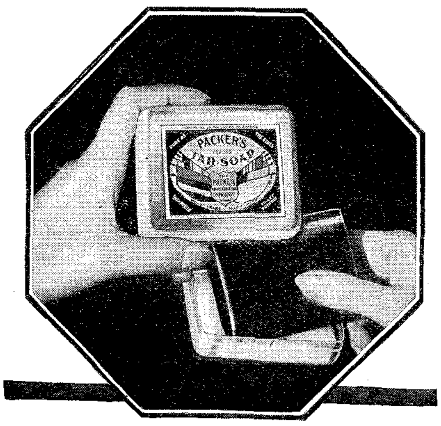

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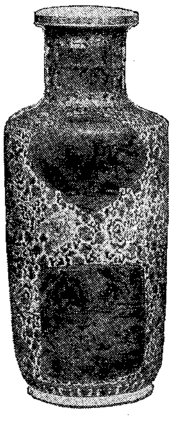

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THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"G. N. S.," Kokomo, Ind.—The word *canapé* is pronounced *ka″na″pe′—a's* as in *artistic*, *e* as in *prey*.

"G. D. P.," Clarksburg, W. Va.—There is a granite monument that was given to New York or the United States by a ruler of a foreign country, in Central Park, New York. It is the Obelisk or Cleopatra's Needle, and is near the Metropolitan Museum of Art. It was brought from Egypt and erected in 1881, is 70 feet long, and weighs 200 tons.

"L. O.," Plattsburg, N. Y.—The phrase "the handwriting on the wall" refers to "the foreshadowing of doom" and is an ill omen. The allusion is drawn from Belshazzar's feast, where the words *Mene, Mene, Tekel, Upharsin* were written on the wall (see *Daniel* v).

"I. vonK.," Woodstock, N. Y.—"Kindly inform me as to the meaning of the term *semantics.*"

Semantics is the science which treats of the evolution of language, and of the phenomena which mark its growth.

"W. T. S.," Sausalito, Calif.—"A recent inquiry for information reads: ' . . . desires to establish at once an up-to-date portfolio of *gabarits* and clearance diagrams . . . ' I can not find the definition of the word *gabarits* in the dictionary, and would appreciate advice as to the correct meaning of this word."

Gabarit (pronounced *ga″ba″ree′*) is a French word, the equivalent of the English *clearance*, and is used in giving dimensions of rail-cars in testing the dimensions of tunnels as to height or breadth of same, also, of *bridges*. The term is sometimes applied to the road itself.

"G. M.," Lehighton, Pa.—"When speaking about the naming of America, which is proper to say, 'America was named *after* Vespucci,' or 'America was named *for* Vespucci'?"

Either may be used. *For* in such a connection means "in honor of; by the name of; as, 'The boy was named *for* his uncle.'" *After* means "for the sake of; by the name of; as, 'To name a boy *after* Lincoln.'"

"H. C. C.," Muskogee, Okla.—"Am I justified in using 'Anthology of Modern Education' for a collection of prose quotations? I know that 'anthology' is usually used to mean a collection of verse, but literally, could it not be used to cover prose?"

The definition of the word *anthology* is "a collection of choice extracts from the writings of various authors, sometimes from the writings of a single author; originally, such a collection from Greek poetical writings."

Inasmuch as the Greek word *anthologia* means "flower-gathering," from *anthos*, flower, and *lego*, gather, an *anthology* is not necessarily a collection of verse as you suggest. It may be a collection of flowers of speech of any kind.

"R. A. W.," Addison, N. Y.—The name *Drinkwater* is pronounced *drink′wo″tar—i* as in *hit*, *n* as *ng* in *sing*, *o* as in *or*, *a* as in *final*.

"W. B.," Brooklyn, N. Y.—"Please give me the meaning of the word *rapprochement*."

The word *rapprochement* is defined as: "The act of coming or of being brought together; a state of harmony or reconciliation; restoration of cordial relations, as between nations."

"W. M. F.," Atlanta, Ga.—The term *de luxe* is correctly pronounced *da luks—a* as in *final*, *u* as in (French) *Dumas*.

"L. R. C.," Rockford, Ill.—"Is it grammatically correct to start a sentence in a letter with the conjunction *and?*"

We know of no rule in English that prevents one from beginning a sentence with the conjunction "and." The use dates from 855, "Old English Chronicles," and has been found repeatedly in Shakespeare; see *King John*, act iv, scene 1. It also may be found in Grote, 1846, Kingsley, 1853, in Lytton's "Pilgrimage on the Rhine," 1861, Disraeli's "Coningsby," and elsewhere.